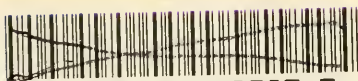


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1907

55TH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Reports of the Steam Railroad Companies of
the State for the Year Ending June 30, and
of the Street Railway Companies
for the Same Period

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD
PRINTED BY THE STATE
1907

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL.

10920.

State of Connecticut.

REPORT.

To His Excellency ROLLIN S. WOODRUFF,

Governor of Connecticut:

The Fifty-fifth Annual Report of the Board of Railroad Commissioners is herewith respectfully submitted, containing the reports of the operations of the steam railroads and street railway companies for the year ending June 30, 1907, with statistical tables compiled therefrom, and a condensed statement of the proceedings of the Board to the date of the report. The traffic of the steam railroads for the year ending June 30, 1907, exceeds in volume that of any year heretofore reported, the gross earnings having been \$58,859,229.75, an increase over the earnings of the previous year of \$3,048,711.22. The gross earnings of the N. Y., N. H. & H. Railroad Company were \$55,601,936.32, the Central New England Railway Company \$2,153,366.54, with a deficit of \$431,045.92, the New London Northern Railroad Company \$1,086,877.09, and the South Manchester Railroad Company \$17,049.80, with a deficit of \$38.49. The passenger earnings were \$27,417,943.21, and the number of passengers carried 76,687,838. The freight earnings were \$30,925,869.11, and the tons of freight transported 25,903,267, an increase over the previous year of 6,151,567 passengers carried and 2,348,614 tons of freight hauled.

During the year the new steel bridges over the Housatonic River at Naugatuck Junction, across the Connecticut River at Lyme and over Niantic River at East Lyme have been completed and are now in use. The double track construction between Danbury and Hawleyville, on the Highland Division of the N. Y., N. H. & H. Railroad, is practically completed and considerable construction has been done between Waterbury and Bristol, although further work has been suspended for the

present. That on the Naugatuck branch to and through the city of Waterbury is expected to be completed in the early part of the coming summer. The improvements through the city of New Haven are approaching completion and will probably be brought into use in the near future. The electrical operation of that portion of the N. Y., N. H. & H. Railroad between Stamford and Woodlawn Junction has been inaugurated on certain accommodation trains, but has been temporarily suspended pending arrangements for heating trains more satisfactorily. Previous to the installment of this service, we secured the services of an electrical expert to examine the electrical equipment of that portion of the line, and for the information of the general public we publish his report to us on pages 93-98. The branches from Berlin to Middletown and from Meriden to Middletown are now being operated electrically in a very satisfactory manner; also about 17 miles of the Norwich & Worcester branch, extending from Norwich to Central Village. That portion of the Highland Division extending from Burnside to Vernon, thence to Rockville and thence to Melrose, is electrically equipped and ready for operation.

LEGISLATION.

We call attention to the following statutes passed at the January session of the general assembly in 1907, which statutes are published in full in the appendix (pages 89-92) of this report and are referred to as follows:—

Chapter 124, an act conferring upon the railroad commissioners the duty of examining and certifying that a railroad equipped by electricity is in a safe and suitable condition before said railroad can be operated.

Chapter 125, an act providing that no railroad company shall change the character of its system of signals until it shall have the written approval of the railroad commissioners.

Chapter 224, an act conferring on the railroad commissioners the power on their own motion to remove obstructions to the line of sight at highway crossings.

Chapter 225, an act conferring on the railroad commis-

sioners, when petition is brought by the local authorities, the power to make orders relating to the operation of street railways.

Chapter 260, an act conferring on the railroad commissioners the power, on petition of the local authorities, to widen and in any way increase the facilities for public travel at highway crossings which have heretofore been eliminated.

Chapter 261, an act conferring on the railroad commissioners the power to issue orders for the stopping of trains at stations.

PROCEEDINGS OF BOARD REFERRING TO STEAM RAILROADS.

NEW HAVEN.

Grades at Grand Avenue and St. John and Artizan Streets.

On May 3, 1907, upon petition of the New York, New Haven & Hartford and New Haven & Northampton Companies, dated April 24, 1907, we amended a previous finding of this board dated October 10, 1905, in regard to improvements in the "Cut," so-called, in the City of New Haven, in so far as said finding affected the grades of the highways at Grand Avenue and St. John and Artizan Streets. The petition asked that said original finding be amended by substituting grades described in said petition of May 3, 1907, and that said order of October 10, 1905, as amended, be reaffirmed. There being no objection on the part of the city or adjoining property owners, we granted the petition.

Wooster and Crown Street Bridge.

On May 11, 1907, the New York, New Haven & Hartford and the New Haven & Northampton Companies petitioned as follows:

1. . . . "That on October 10, 1905, after due notice and hearing had, your Honorable Board made a finding and order in the matter of the application of said companies, dated September 21, 1905, in relation to certain changes and improvements in the railroads of said companies in the town of

New Haven, in said State, wherein it was provided that said railroad companies, in the event of certain action on the part of the City of New Haven discontinuing a portion of Wooster Street and laying out in its place an extension of Crown Street across said railroads, should construct in place of the Wooster Street bridge, as planned and proposed in said application, a bridge of like elevation and similar construction to carry said extension over its tracks and construct the roadway of such extension at a certain grade, as more fully appears in said application, finding and order."

2. "That said City of New Haven, through its duly authorized agents and officials, has taken the action hereinbefore mentioned, said railroad companies having extended the time in which such action should be taken, and has discontinued the portion of Wooster Street mentioned and laid out said extension of Crown Street."

"Wherefore, your petitioners pray that said order of October 10, 1905, be opened and be so far modified as to relieve said railroad companies of the obligation of constructing and reconstructing said Wooster Street bridge and that portion of Wooster Street which has been discontinued and to authorize the construction of said bridge over its tracks in line with said extension of Crown Street and the construction of the roadway of said extension at the grade provided for in said application and order, and that said order so modified and amended be reaffirmed."

On June 13, 1907, after hearing had and no one appearing in opposition to the above petition, we ordered, determined and decreed that our order of October 10, 1905, be opened and so far modified as to relieve said railroad companies of the obligation of constructing or reconstructing said Wooster Street bridge, and a certain portion of Wooster Street discontinued.

BRIDGEPORT.

Construction of Railroad by Union Metallic Cartridge Co.

On June 25, 1907, The Union Metallic Cartridge Company of Bridgeport presented its petition, stating that it desired, in accordance with an amendment to the charter of said com-

pany, granted by the State of Connecticut, to construct and maintain a railroad to be operated by steam or other power, from its land on Barnum Avenue, in said city, over other land owned by it or leased by it in the northwestern part of the town, for the purpose of transporting its own goods, wares and merchandise, and that in the construction and maintenance of such railroad it would be necessary to construct same at grade across Arctic, Grant and Ivy Streets, Boston Avenue, and Asylum and Ogden Streets.

On July 2, 1907, by authority granted us in the amendment to the charter of said applicants, and said company having filed with us a copy of the consent of the Common Council of the City of Bridgeport to cross said highways, we approved the plans, location and method of construction of said railroad across the streets and highways set forth in said application, and as appeared on map, plan and description appended thereto.

Such finding contained the usual limitations as to speed of trains crossing said highways, and required that a flagman be stationed at same when being so used.

MIDDLETOWN.

Construction of Railway Across Silver Street to Connecticut Hospital for Insane.

On July 17, 1907, the Trustees of the Connecticut Hospital for the Insane presented to us their petition as follows:

"The Trustees of the Connecticut Hospital for the Insane having had authority granted to it by a resolution passed by the General Assembly of the State of Connecticut of 1907, to construct a bridge across the layout of the Valley Branch of The New York, New Haven and Hartford Railroad Company in the Town of Middletown, for the transportation of supplies and freight, and also to erect poles and wires and other structures necessary and to construct said railroad at grade or otherwise and to cross any highways existing between said buildings and said river as may be ordered by the Railroad Commissioners."

"The Trustees having already applied for the bridge across said railroad, we now appear before your Honorable Body and

ask your approval of the layout of said railroad across Silver Street as shown by the map which is already in your possession."

After hearing had, we issued our finding on August 8, 1907, to the effect that:

"Pursuant to the provisions of a resolution passed at the January, 1907, session of the General Assembly, the Trustees of the Connecticut Hospital for the Insane having been authorized to construct a new dock, and to construct and operate a new coal hoisting machine thereon, and to construct and operate a railway, to be operated either by steam or electricity, from the buildings of said hospital, in the Town of Middletown, to the Connecticut River, for the transportation of supplies and freight for said hospital; and to accomplish said purpose said trustees are further authorized to erect poles, wires and other structures necessary or convenient for the conduction of electricity, and to construct said railway, at grade or otherwise, as may be ordered by the Railroad Commissioners, across any highways existing between said buildings and said river, . . . we do hereby order that said railway be constructed at grade across the highway known as Silver Street in said Town of Middletown, in accordance with plans on file in this office."

BRIDGEPORT.

Request that all Passenger Trains be Ordered to Stop.

On August 8, 1907, the Mayor and Court of Common Council of the City of Bridgeport presented a petition praying that the New York, New Haven & Hartford Railroad Company be ordered to stop all passenger trains passing through said city.

This petition was the first brought before this Board under a statute passed at the last Legislature of the state, and on September 9, 1907, after an exhaustive hearing in said city, we issued the following finding:

"At the hearing of the foregoing petition His Honor the Mayor, Senator John M. Donnelly and nine other persons, representing the important manufacturing and mercantile interests of the city, appeared before us and were heard, claiming that the passenger facilities furnished by the main line trains of the New York, New Haven & Hartford Railroad Company now stopping at the passenger station in said city were inadequate

for the convenient and proper accommodation of the large passenger traffic of the city, and that its population, extensive business interests, and large patronage require that all trains passing through the city should be ordered to stop at said passenger station for the accommodation of the public travel therefrom. Some of those present were more conservative in their requirements, but all agreed that additional facilities were needed during certain hours and in certain directions, and that the size and importance of the city entitled it to a more favorable consideration from the railroad company than it now receives. It appeared from the train schedule that sixteen express trains, eight each way, pass daily through the city without stopping, and it was the opinion of those present that at least some of these should be required to stop."

"Eight of these trains are the limited expresses, intended only for the accommodation of through passengers between Boston and New York, and it is difficult to understand why they should be required to stop anywhere, except for operating reasons, especially as they are generally closely followed by other expresses for local accommodation. It hardly seems to us to be a wise policy for the State of Connecticut to prohibit the continuous passage of such interstate traffic through the state, and there may be a grave doubt of its right to do so."

"The White Mountain expresses run only from June to October and are also intended for the accommodation of special travel to the mountains, and will stop on signal at Bridgeport for such travel, but not for local travel. The same is also true of the Federal expresses, which are run exclusively for Washington travel, and will stop at Bridgeport for such travel, but not for ordinary travel. To stop all these trains at Bridgeport to gratify the very commendable pride in their city expressed by those who appeared before us would seriously impair the through service of a great thoroughfare and deprive a far greater portion of the public of facilities to which they are justly entitled. Bridgeport is supplied with six trains daily, which take its business men into and out of New York without a stop in transit, and it seems reasonable that the business men of the Hartford division, destined for New York, on their ar-

rival in New Haven, should be accorded the same privilege of continuous passage without being required to stop at Bridgeport. It is the duty of the railroad company to furnish all reasonable facilities for public travel, and if it fails so to do, it is our duty, and our inclination, to require any reasonable increase of such facilities. Evidence was submitted by the railroad company that fifty-nine main line trains stop at Bridgeport station each twenty-four hours,—twenty-nine east bound and thirty west bound, and of this number fifteen are east bound express trains and eighteen west bound. No other city of the state is furnished with such a train service, except New Haven, which is peculiarly situated in being at the junction of the Shore Line, Air Line, Hartford and Northampton divisions and the operating center of the whole system of roads emanating therefrom. It seems to us that the facilities now furnished are reasonably ample for the proper accommodation of the public travel, and that trains are so arranged as to move most frequently during the hours and in the direction of the greatest travel. It is difficult to arrange a timetable to suit everybody's convenience, and the only thing that can be done is to suit the convenience of the greatest number. Changes in this respect can and will be made from time to time as the public convenience becomes apparent."

"After a careful consideration of all the public interests involved we find it to be our duty to dismiss the petition. We therefore give the petitioner leave to withdraw."

EAST HARTFORD.

Modification of Plan for Elimination of Main Street Crossing.

On April 22, 1907, the Selectmen of the Town of East Hartford presented their petition asking that the plan approved of by this Board for the elimination of the grade crossing at Main Street in said Town on the Highland Division of the New York, New Haven & Hartford Railroad Company, be modified by substituting for the stone steps proposed in said plan, in connection with the sidewalk on the east side of the street, an eight per cent. grade or slope, and that said walk where it approached the level under the bridge in each direction be

of less width than shown in original plans. The town and railroad company having agreed to the proposed changes, we modified said plans by a finding issued May 2, 1907.

PLYMOUTH.

Change of Location.

On May 23, 1907, The New York, New Haven and Hartford and The New England Railroad Companies petitioned asking that our finding of July 30, 1906, in the matter of petition of said company dated May 12, 1906, relating to certain changes and improvements incident to a change of location of said New England Company in the town of Plymouth, be opened for the purpose of further change in the location of said railroad.

The change petitioned for being desired by the town of Plymouth we issued our finding on June 5, 1907, approving of the desired change.

BROOKFIELD.

Change of Location.

On March 11, 1907, upon application of the New York, New Haven and Hartford Railroad Company asking for our approval of certain changes in the location of a portion of said company's line extending from Danbury to Brookfield Junction, in the town of Brookfield, we found that said change of location was necessary for the uses and purposes of said railroad company, and for public convenience and necessity, and approved of same as delineated and shown on blue print on file in this office.

OVERHEAD STRUCTURES.

DANBURY.

Coal Conveyor for Railroad Purposes.

On March 27, 1907, upon application of the New York, New Haven and Hartford Railroad Company, we determined the length, width, material, plan and height of a structure to be used as a coal conveyor over the roadbed of the Danbury Branch

of the New York Division and of the Highland Division of said company's railroad in the City of Danbury, in accordance with section 3711 of the General Statutes requiring us so to do.

NEW HAVEN.

Foot Bridge at Grant Street.

On May 3, 1907, the New York, New Haven and Hartford Railroad Company petitioned this board asking that, in accordance with Section 3711 of the General Statutes, we determine the length, width, material, plan and height above the roadbed of said railroad of an overhead structure to be used as a foot bridge in the line of Grant Street in the City of New Haven. After hearing had, and finding that public necessity required such bridge, we ordered that the length should be two hundred and two and one-half feet, the width eight feet, the material to be steel, the plan a truss and the height above the roadbed eighteen feet and six inches.

WATERBURY.

Steampipe Line for American Brass Company.

On May 9, 1907, upon petition of The American Brass Company of Waterbury, we approved of a proposed structure over the tracks of the Naugatuck Division of the New York, New Haven & Hartford Railroad Company in the City of Waterbury, for the purpose of installing a pipe line for carrying steam to said manufacturing concern, said Brass Company having first obtained the consent of the railroad company to cross its right of way. We determined that the length should be one hundred and five feet, the width three feet, material to be steel, the plan to be a truss and the height above the roadbed of said company to be twenty-two feet and six inches.

MIDDLETOWN.

Bridge over Valley Branch for Connecticut Hospital for Insane.

On July 2, 1907, the Trustees of the Connecticut Hospital for the Insane having been authorized by the Legislature of 1907 to construct a bridge across the layout of the Valley

Branch of the New York, New Haven & Hartford Railroad in the town of Middletown, for the transportation over an electric railway line of supplies and freight, petitioned this board, as required by statute, asking that we determine the length, width, etc., of said proposed bridge, and on August 8, 1907, we authorized the construction of a bridge, the plan of same to be a truss, the length 34 feet, the width 10 feet, and the height above the roadbed of said railroad not less than 22 feet, all in accordance with plans on file in this office.

STAFFORD SPRINGS.

Bridge over New London Northern R. R. Co., Carrying Tracks of Street Railway.

On November 8, 1907, upon presentation of plans of a bridge proposed to be built by the Stafford Springs Street Railway Company over the tracks of the New London Northern Railroad Company in Stafford Springs, and upon receipt of advices from said steam railroad company that it had agreed to such construction, we determined the length, width, material, plan and height of said bridge above the roadbed of said railroad, as required by Section 3711 of the General Statutes.

WIDENING OF HIGHWAY.

WEST HARTFORD.

On November 12, 1907, the Town of West Hartford, by its selectmen, brought its petition in accordance with Chapter 260 of the Public Acts of the state asking that a highway which passes under the tracks of the New York, New Haven and Hartford Railroad Company, a short distance south of the Elmwood station of said railroad, be widened for the convenience and safety of the public.

This petition was the first brought under the Chapter referred to passed at the January session of the Legislature of 1907, which reads as follows:

Section 1. "When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such a highway, the town, city, or borough in which such highway is located may bring a petition to the railroad

commissioners in the manner prescribed by said section, said railroad commissioners may proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad commissioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough."

Sec. 2. "The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act."

The petition was heard on November 20, 1907, when said town and said railroad company appeared and were heard. By agreement between the parties the matter was adjourned until January 21, 1908, to enable the parties to consult and present plans as to the most feasible manner of complying with the petition.

SIDE TRACKS.

New Britain.

HIGH STREET.

On March 19th, 1907, upon petition of the Mayor of the City of New Britain asking for authority for the construction

of a side track across High Street, in said City, for the purpose of accommodating the handling of freight to and from the Corbin Screw Corporation, located either side of High Street, we granted permission for its construction to be used for switching purposes only, and required, when being so used, that the speed of trains should be limited and a flagman stationed to give warning of the approach of all trains.

Bridgeport.

ACROSS HARBOR STREET AND RAILROAD AVENUE.

On March 21st, 1907, as required under Section 3892 of the General Statutes, the City of Bridgeport, by its Mayor, petitioned this board for authority to construct, maintain and operate a side track at grade, for switching purposes only, leading from a track of similar character in said city known as the "Merchants' side track," and extending easterly and southerly across Harbor Street and Railroad Avenue in said city. After visiting the location and hearing had, we authorized the construction of said track with the usual restrictions as to speed and protection while engines, cars or trains were crossing said highways.

On May 9th, 1907, upon petition of the Mayor of the City of Bridgeport asking that we make such orders as required by the provisions of Section 3892 as this Board judged proper in the matter of a side track for switching purposes across Washburn Street in said city, leading to the works of The Bridgeport Foundry and Machine Company, we authorized the construction of such track after having visited the location, and hearing had, and the filing in this office of an attested copy of the resolution of the Common Council of said city authorizing the use of said highway for such purposes, with the usual limitation of speed and protection to the traveling public when such highway was being used for switching.

NEW HAVEN.

Across St. John Street.

On May 8, 1907, the Mayor of the City of New Haven presented a petition asking for the construction of a side track

crossing St. John Street on the Hartford Division of the New York, New Haven and Hartford Railroad, to be used for switching purposes only, for the accommodation of the Connecticut Ice Co., in said city.

The hearing was had on May 10, 1907. After having visited the location of said proposed side track, we authorized its construction, maintenance and operation, with the usual limitations as to speed of trains crossing said highway, and ordered that a flagman be stationed thereat to give warning of the approach of all engines, cars or trains.

TRUMBULL.

Across Monroe's Turnpike.

On August 14, 1907, upon petition of the Selectmen of the Town of Trumbull asking that we authorize the construction, maintenance and operation of a side track, at grade, for the purpose of switching only, across a highway known as Hawley's Crossing or Monroe's turnpike, in said town, we issued a finding dated August 22d, 1907, authorizing the laying of same with the usual limitations as to speed and requiring the placing of a flagman at the crossing when being used for switching purposes.

MIDDLETOWN.

Across Highway Known as "River Road."

On September 12, 1907, upon petition of the selectmen of the town of Middletown, asking for an order authorizing the construction, maintenance and operation of a side track, to be used for switching purposes only, leading from the main line of the Valley Branch of the New York, New Haven & Hartford Railroad Company at a point about one mile south of the railroad station in said town, across the highway known as the "River Road" and to the property of The New England Enamelling Company, we authorized and approved of the construction of said side track, with the usual restrictions as to speed of engines, cars or trains, and ordered that a flagman be stationed at the crossing when being so used.

BOROUGH OF SHELTON.

Across Bridge Street.

On September 21, 1907, the Borough of Shelton made application to this Board for an order authorizing the construction, maintenance and operation of a side track, for the purpose of switching only, leading from the main siding of the main line of the Berkshire Division of the New York, New Haven & Hartford Railroad Company in said borough, opposite the railroad station and on the other side of the canal from the said railroad station, and thence at grade across a highway known as Bridge Street. The matter was duly heard, and, after visiting said location, we authorized and approved of the location, maintenance and operation of such a track; prescribing the speed of trains while using said highway and that a flagman should be stationed thereat to give warning of the approach of all engines, cars or trains when said highway was being so used.

PROTECTION AT CROSSINGS.

NEW HARTFORD.

Flagman at Crossing North of Station.

On September 13, 1906, upon petition from the Selectmen of the Town of New Hartford, asking that gates be erected or a flagman stationed at the crossing next north of the station in said town, on the line of The Central New England Railway Company, and that the electric bell previously installed at said crossing be discontinued, we visited said crossing and after a hearing had, ordered that a flagman be stationed at the crossing named to give warning to those using same of the approach of all engines, cars or trains between the hours of 7.00 o'clock A. M. and 7.00 o'clock P. M., daily, Sundays excepted.

PLAINFIELD.

Gates at Two Crossings South of Station at Central Village.

On December 7, 1906, the Selectmen of the Town of Plainfield petitioned for the erection and maintainance of gates at two crossings located south of the station at Central Village on the Worcester Division of the New York, New Haven & Hart-

ford Railroad Company, claiming that the crossings were used by a very large number of school children and others. The petition was heard on December 20, 1906, and on the 31st of the same month, after visiting the crossings, we ordered gates to be erected and maintained at both of said crossings on or before April 1, 1907, appreciating the fact that, in view of the severe weather conditions then existing, it would be impracticable for the railroad company to install the apparatus necessary for the operation of gates before the date named. We further ordered, however, that within fifteen days from the date of our finding, and until the installation of gates, the railroad company should place a flagman at the more southern crossing, to be on duty between the hours of six o'clock A. M. and 6:45 o'clock P. M., daily, Sundays excepted, as this particular crossing appealed to us as being the more dangerous of the two.

DANBURY.

Gates at Maple Avenue.

On December 13, 1906, the City of Danbury, by its Mayor, petitioned for protection at the Maple Avenue crossing of the Highland Division of the New York, New Haven & Hartford Railroad Company, and asked that the sounding of the locomotive whistle in the vicinity of Wildman Street be discontinued. The matter was heard on December 28, 1906, and on the 31st day of the same month we ordered gates to be erected at Maple Avenue to be operated between the hours of 6:30 o'clock A. M. and 11:00 o'clock P. M., and that the sounding of the locomotive whistle, as complained of, be discontinued, except such as might be necessary for the safe operation of the trains of said railroad company.

NEW HAVEN.

Flagman at Thompson and Brewster Streets.

On January 9, 1907, upon petition from the Mayor and Common Council of the City of New Haven asking that flagmen be stationed at the grade crossings at Thompson and Brewster Streets on the line of the Northampton Division of

the New York, New Haven & Hartford Railroad Company in said City, and after visiting said crossings and hearing had, we found that public safety required such protection and therefore ordered a flagman stationed at each of said crossings to be on duty daily, Sundays excepted, between the hours of 6:30 o'clock A. M. and 7:00 o'clock P. M.

AVON.

Flagman at Highway near Station.

On April 6, 1907, upon petition of the Selectmen of the Town of Avon asking for protection at a highway crossed by the tracks of the Northampton Division of the New York, New Haven and Hartford Railroad in said town, by reason of the close proximity to the highway of buildings which obscured the view, we ordered a flagman to be stationed at said crossing, to be on duty between the hours of 7:30 o'clock A. M. and 7:30 o'clock P. M. daily, Sundays excepted.

SIMSBURY.

Flagman at Main Street.

On June 12, 1907, the Selectmen of the town of Simsbury presented a petition asking that gates be erected or a flagman maintained at the crossing at grade over the tracks of the Central New England Railway at Main Street in said town. A hearing was had, and after visiting said crossing and finding that public safety required protection, we ordered the railroad company to station a flagman at same to be on duty between the hours of 6:45 o'clock A. M. and 6:30 o'clock P. M., daily, Sundays excepted.

NEW HAVEN.

Gates at Shelton Avenue.

On July 18, 1907, the Mayor and Common Council of the City of New Haven presented a petition asking that gates be erected and maintained at the Shelton Avenue crossing of the Northampton Division of the New York, New Haven & Hartford Railroad in said city.

The railroad company waived hearing in the matter, and after visiting the crossing, and finding that public safety so required, we ordered said railroad company to maintain gates at said crossing to be operated daily, Sundays excepted, between the hours of 6:00 o'clock A. M. and 12:00 o'clock midnight, and that suitable signs stating the hours during which said gates were to be operated, be erected on either side of said railroad tracks.

NORTH HAVEN.

Gates at Crossing North of Station.

On October 7, 1907, upon petition received from the selectmen of the town of North Haven asking that gates be maintained at a highway crossing on the Hartford Division of the New York, New Haven & Hartford Railroad Company at a point just north of the station in said town, and after visiting said location and hearing had, we ordered said railroad, within sixty days from the date of our order, to erect and thereafter maintain gates at said crossing to be closed on the passage of all engines, cars or trains between the hours of 6.30 a. m., and 11.15 p. m., daily.

We further ordered that at such time as said gates were put in operation the electric signal bell previously installed at said crossing should be discontinued.

EAST HARTFORD.

Request for Protection at Long Hill Crossing.

On December 11, 1907, the selectmen of the town of East Hartford presented their petition asking that protection by gates, electric signal, or flagman be provided at a highway in said town, known as the Long Hill crossing. In the petition it was claimed that at the time of the construction of said railroad, the grade of the highway was considerably depressed, leaving upon each side high embankments; that it is a crossing largely used by the public, and that in view of the electrification of said railroad, additional danger will be incurred by adding materially to the number of trains over said crossing, run at a high rate of speed.

The petition was heard on December 19, 1907, and is now under consideration by this board.

HARTFORD.

Valley Branch to Cross Temporary Way at Morgan Street at Grade and Gates Ordered for Protection.

On October 10, 1907, The New York, New Haven & Hartford Railroad Company presented its petition as follows:

1. "That it operates a line of railroad in and through the City of Hartford, Connecticut, from said Hartford to Saybrook in said state, known as the Valley Branch, which said railroad crosses Morgan Street, a highway in said city of Hartford, on an overhead bridge."

2. "That the Connecticut River Bridge and Highway District is constructing a bridge across the Connecticut River in said city of Hartford substantially in line with said Morgan Street, and in order to facilitate the construction of the approach to said bridge on the Hartford side thereof, it is necessary that your petitioner depress its said tracks to the grade of the temporary way leading to the temporary bridge, just northerly of said Highway District Bridge."

"Wherefore, your petitioner prays your Honorable Board to authorize and permit your petitioner to depress its tracks at said place, and to make such further orders in the premises as you deem necessary."

Dated at New Haven, Connecticut, this 10th day of October, 1907.

The New York, New Haven & Hartford Railroad Company,

by

BENJAMIN I. SPOCK,

Its Attorney.

On October 12, 1907, we issued an order reading as follows:

"In the matter of the foregoing petition, notice having been waived and accepted by the city of Hartford through its mayor, and said railroad company appearing by its attorney, we do find and direct that said petitioner depress its tracks at such place and in such manner asked for in its petition, and as shown on map on file in this office.

"And we further direct said railroad company to construct its railroad at the temporary way known as Morgan Street, now being used for public travel, upon a level with such temporary way."

"We give such directions in this case for the following special reasons:"

"It is necessary for the completion of the permanent bridge over the Connecticut River and the connection with the approaches on the Hartford side of the river to remove the steam railroad tracks and divert the travel on said railroad from its present location above grade. It is also necessary for the purpose of relocating the street railway tracks and placing them on their permanent location, to the end that the present tracks may be removed from Morgan Street, so-called."

"On either side of said temporary way we do hereby direct said railroad company to maintain gates and keep the same closed across its tracks at all times, except during the passage of trains; and we do require that said railroad company bring its trains to a full stop before crossing said temporary way."

"Said railroad company is directed, until otherwise ordered, to maintain at said temporary crossing, known as Morgan Street, a watchman, flagman, or gate-tender at all times."

Since the date of the above order, the new highway district bridge has been completed and is now in use, and the temporary bridge and crossing to which our order referred have been closed and discontinued to public travel, rendering the further compliance with said order unnecessary. The railroad company has, therefore, petitioned that our order of October 12, 1907, be annulled and the company relieved of the obligations imposed therein. The matter has been assigned for hearing January 2, 1908.

HARTFORD.

Operation of Gates at Walnut Street Discontinued.

On December 13, 1907, we issued an order allowing the discontinuance of the operation of gates at the crossing of the Highland and Hartford divisions of the New York, New Haven & Hartford Railroad Company at Walnut Street in the City of Hartford. Under date of June 12, 1906, an order for the elimination of said street at grade was issued, and the work necessary under said order having been commenced, and the crossing closed to public travel, there was no necessity for the continued operation of gates. We required, however, that proper signs be posted on either side of the tracks to the effect that said crossing was closed to the public during the work of the elimination.

DISCONTINUANCE OF SOUNDING OF LOCOMOTIVE WHISTLE.

EAST HARTFORD.

On September 10, 1906, the Selectmen of the Town of East Hartford petitioned the board asking that the sounding of the locomotive whistle on the line of the New York, New Haven & Hartford Railroad Company in said town be dispensed with. Said petition was heard, and after consideration, being of the opinion that the sounding of the locomotive whistle could be dispensed with in said town within the limits bounded by a point eighty rods west of Prospect Street and the same distance east of Main Street, we ordered, on October 30, 1906, such discontinuance, except such as might be necessary for the safe operation of the trains on said railroad.

We further ordered that the engine bell be rung in lieu of the whistle in approaching the crossings at Prospect and Main Streets, and the adoption of such other signals as might be found necessary for the safe operation of trains.

DANBURY.

On December 13, 1906, the City of Danbury petitioned for the discontinuance of the sounding of the locomotive whistle on the Highland Division of the New York, New Haven & Hartford Railroad Company in the vicinity of Wildman Street. The petition was heard, and on December 31, 1906, we ordered that the nuisance be discontinued, except such as might be necessary for the safe operation of the trains of said company.

ELIMINATION OF GRADE CROSSINGS.

WETHERSFIELD.

"Folly Brook Crossing."

Under the provisions of Section 3714 of the General Statutes, permitting the railroad commissioners of their own motion, in the absence of any application therefor, to institute proceedings for the elimination of any grade crossing, when in the opinion of this board, public safety so requires, provided but one such crossing be eliminated in any one year on any one

railroad, we issued on December 19, 1906, the notice required by law to the town of Wethersfield, city of Hartford, the New York, New Haven & Hartford Railroad Co., operating what is known as the Valley Branch of said railroad, The Consolidated Railway Company operating a street railway line across the tracks of said steam railroad, the treasurer of the state of Connecticut, and to certain property owners adjoining the crossing, generally known as "Folly Brook," located at the extreme north line of the town of Wethersfield, and practically dividing the said town and the city of Hartford, to appear and be heard on January 2, 1907, as to what, if any, alterations and changes should be made in said crossing.

On the date named above, the parties appeared and after a preliminary hearing, we directed plans to be prepared for the elimination of the crossing, by carrying the highway over the the tracks of the railroad and that such plan and estimates of the cost of the proposed changes be submitted at a future hearing to be held on March 5, 1907. On said date the parties again appeared, when the plans, which we had directed to be prepared, were presented and considered.

The plans, in brief, proposed carrying the highway over the railroad on a steel bridge fifty (50) feet wide and twenty-two (22) feet above the tracks of the railroad, so as to give eighteen (18) feet clearance between the said tracks and the under side of the girders of the bridge, with approaches on each side of the crossing constructed on a grade of five and one-half ($5\frac{1}{2}$) per cent., and the full width of such approaches to be macadamized when completed. The cost of the proposed changes was estimated to be \$84,840.00. The grade of the approaches under said plan was objectionable to the town of Wethersfield and City of Hartford, who thought it should not exceed three (3) per cent., but which would materially increase the cost of the work and damages to abutting property. A wider roadway and a concrete arch bridge were also desired by the town of Wethersfield, but this was afterwards withdrawn. It was also proposed that a covered conduit or sewer be provided for Folly Brook, which lies on the westerly side of the highway to be changed, which would still further increase the entire cost of the change.

The cost of the entire improvements as desired by the municipalities was estimated to be \$100,320.00, about twenty per cent. in excess of the amount required by the plans prepared and presented, viz.: \$84,840.00, which the board thought reasonable and ample for the traffic of the highway in question, and for the elimination of the danger existing at said crossing.

From the opinions expressed at the hearings by the officials of the town of Wethersfield and city of Hartford, it was apparent to us that the elimination of the crossing according to the plans submitted would not be satisfactory to them, and the various modifications which were suggested, within, and even without the limits of the highway, would increase the cost of the undertaking to such an extent, as, in our opinion, to make it unwise and unreasonable to impose so heavy a burden upon the parties, who, under the statute, must pay for the improvement. One hundred thousand dollars seemed too large an expenditure to make in the elimination of a grade-crossing of this character.

We therefore decided to dismiss the proceedings which we had instituted, rather than to inflict upon the locality a change not satisfactory to it, especially as only \$10,000.00 was available from the appropriation made by the state for the payment of one quarter of the expense to be incurred in making the improvements.

BROOKFIELD AND NEWTOWN.

Stony Hill Crossing and One 2,000 Feet West of Hawleyville.

On March 12, 1907, upon application of the New York, New Haven & Hartford and the New England Railroad Companies stating that public safety required an alteration in two highway crossings, in the Towns of Brookfield and Newtown, respectively, the first known as the Stony Hill Road crossing and the other located at a point about 2,000 feet west of Hawleyville, we ordered said crossings eliminated, the one at Brookfield to be carried under and the one in the Town of Newtown to be carried over the track of the said railroad. All expense incident to the elimination of said crossing to be paid by said railroad company.

PORTLAND.

Penfield Hill Road and Taylor's Crossing.

On April 25, 1907, the New York, New Haven & Hartford Railroad Company presented its petition asking that we approve of plans presented for the elimination of two grade crossings on the Air Line division of said railroad in the Town of Portland, one known as the Penfield Hill Road crossing, about one half mile west of the Cobalt station, and the other known as Taylor's crossing, located about 450 feet southwesterly of the said Penfield Hill Road crossing. The elimination of these two crossings was accomplished by the layout of a new highway leading from the Penfield Hill Road, so-called, to the Taylor crossing highway, and by carrying the latter crossing under the tracks of the railroad.

We approved of the plans and ordered that the cost incident to said changes and the procuring of all lands necessary therefor be paid by the railroad company.

PUTNAM.

"White's Crossing."

On April 30, 1907, after various hearings and findings that public safety required, we issued an order eliminating a grade crossing in the Town of Putnam known as "White's Crossing" on the line of the Norwich & Worcester Division of the New York, New Haven & Hartford Railroad.

The petition in this case was brought by the Town of Putnam March 13, 1905. By agreement between the town and railroad company the petition was not assigned for hearing until the 27th day of February, 1907, pending negotiations as to division of cost of the changes necessary. The matter was continued from time to time until April 24, 1907, and on the 30th day of the same month we issued our finding to the effect that public safety required, and we did order and determine that the mode of crossing the tracks of said railroad by said highway, together with approaches thereto, be changed, so that instead of crossing said railroad at grade a portion of said highway should be discontinued between certain points, and that there be sub-

stituted therefor a new highway fifty feet in width, to be carried under said railroad, with the construction of a bridge with a headroom of twelve and one-half feet and a width of thirty feet. We further ordered that so much of the new highway southeasterly of the easterly property line of the railroad to its junction with the present highway, be constructed with a telford pavement twelve feet in width, and that there be laid in said new highway drains of dimensions and in the location indicated on map showing said proposed changes. We approved the terms of the agreement entered into between the said town and said railroad company, so far as they related to matters within our jurisdiction, and ordered and determined that all work incident to the proposed changes be performed by said railroad company, and all lands necessary for said changes be procured in accordance with the agreement above referred to, and that all the expense of the changes, other than provided for in said agreement, be paid for, in the first instance, by the railroad company, and upon final completion of the work, the town to pay said company one quarter of all the expense incurred other than provided for in said contract.

ABANDONMENT OF STATIONS.

OLD SAYBROOK.

"Connecticut River Station."

On May 6, 1907, the New York, New Haven & Hartford Railroad Company, having established a new station on the changed location of the Shore Line Division of its railroad at Connecticut River, in the town of Old Saybrook, we authorized the abandonment of the station on the old location. The railroad company on September 4, 1906, made application to the board asking for the right to abandon the said station without first substituting another on the proposed new location. Hearing was had on said application, after notice required by statute had been given, but in view of the inconvenience which such abandonment would apparently cause a number of people living in the immediate vicinity, and further that some lines of business had been established in the vicinity relying on the

continued use of the station in practically its old location, we declined to grant the application of the company until such time as a station on the new line of railroad, with suitable approaches thereto, had been constructed and opened for the use of the public.

NEW HAVEN.

Cedar Hill Station.

On October 8, 1907, The New York, New Haven and Hartford Railroad Company presented to us its petition asking that we authorize and approve of the abandonment of a station in the City of New Haven, known as Cedar Hill, claiming that said city, through its proper officials, had caused a survey and layout to be made for an extension of Humphrey Street, from Mill River Street to Lombard Street, which passed across and through said Cedar Hill station, grounds and approaches, wholly destroying the same and rendering the further use of said station and its approaches impossible.

Upon receipt of this petition we issued the order of notice for hearing, required under section 3744 of the general statutes, giving one month's notice of same, which notice was posted in the station building named. Before the date of hearing, decided opposition having developed to the absolute abandonment of the station, and after consultation between the railroad company and the city officials, we understand that the railroad company agreed with said city to establish and maintain a new station in the immediate vicinity of the one for which authority was asked to abandon.

In view of the conditions existing we had no alternative other than to authorize the abandonment of the present station, but we did incorporate in our finding the statement that the railroad company would forthwith establish and maintain a new station in the immediate vicinity of the one authorized to be abandoned.

WATERBURY.

Bank Street Station.

On December 28, 1907, the New York, New Haven & Hartford Railroad Company brought its petition asking for authority

to abandon its passenger station at Bank Street in the City of Waterbury, the reasons given for asking for such authority being that the location of the line of said railroad had been changed for the purpose of improvement and the construction of a new union passenger station on its proposed new line, which made it necessary to abandon said Bank Street station.

Under a petition of this character it is necessary by statute that one month's notice shall be given by posting a copy of the petition and order of notice for hearing in the station desired to be abandoned.

This has been done and a hearing called for February 4, 1908.

APPROVAL OF NEW DRAWBRIDGES.

OLD SAYBROOK.

Over Connecticut River.

On August 3, 1907, we issued our certificate of approval of a new double track steel bridge on the Shore Line Division of the New York, New Haven and Hartford Railroad over the Connecticut River in the town of Old Saybrook, consisting of seven through spans of 182 feet each, two plate girders — one 38 and the other 70 feet in length — and with a lift span 162 feet long, together with the method of signal apparatus and derailing switches connected therewith.

Housatonic River.

On June 17, 1907, the new bridge carrying the two west bound tracks of the New York, New Haven and Hartford Railroad Company over the Housatonic River was inspected, and said bridge with the system of signals and derailing switches connected therewith, were found in a suitable and safe condition for operation. We therefore issued a certificate to that effect.

NIANTIC RIVER.

On November 16, 1907, we examined and found in a suitable condition for operation the new steel drawbridge, with connecting spans, over the Niantic River on the Shore Line Division of the New York, New Haven & Hartford Railroad Company.

SPEED OF TRAINS CROSSING DRAWBRIDGES.

On October 23, 1907, upon petition of the New York, New Haven & Hartford Railroad Company we issued a finding as follows:

"In view of the signals, derailing switches and various safety appliances installed, tested and in successful operation on the drawbridges of the New York, New Haven & Hartford Railroad Company at Cos Cob, South Norwalk, Saugatuck, Bridgeport, Housatonic River, Connecticut River, Niantic and Mystic, the orders issued by this Board restricting the speed of trains crossing said drawbridges are hereby rescinded, which, in our opinion, can be done consistently with public safety; substituting therefor the general requirement that all trains approaching and passing over said drawbridges shall, at all times, be so operated and controlled as to best secure the safety of the passengers thereon."

RAILROAD COMPANIES REQUIRED TO BULLETIN
DELAYED TRAINS.

EAST LYME AND NIANTIC.

On July 9, 1907, having received a petition signed by twenty legal voters residing within two miles of the station known as East Lyme and Niantic, on the Shore Line Division of the New York, New Haven and Hartford Railroad Company, as required by Section 3767 of the Revised Statutes of 1902, we issued an order requiring said railroad company, owning such station, to bulletin the arrival and departure of all passenger trains at said station, over ten minutes late, together with a statement of the cause of such delays.

WILLIMANTIC.

On February 14, 1907, request having been made by the Mayor of the City of Willimantic in accordance with section 3767 of the General Statutes, we required the Central Vermont Railway Company to bulletin the arrival and departure of all passenger trains at Willimantic on said railroad over ten minutes late, together with a statement of the cause of the delay of such trains.

NEW LONDON NORTHERN RAILROAD CO.

On March 6, 1907, a hearing was had at our office in Hartford in the matter of complaint of poor and unsatisfactory service rendered by the New London Northern Railroad, and that an embargo had been issued by said company against freight from the New York, New Haven and Hartford Railroad Company at Willimantic, Norwich and New London.

This hearing was granted upon receipt of a petition signed by about forty manufacturers, shippers and others on the line of said railroad.

"The railroad company appeared through Mr. Nash, its Superintendent, and Mr. Brennan, its attorney."

"The petitioners testified that in the passenger train service there had been aggravating delays and that many people wishing to reach Hartford in the morning had been inconvenienced in failing to make connections at Willimantic. Most of this delay was of recent date."

"After consultation held with officials of the Central Vermont Railway Company, lessees of the New London Northern Railroad Company, we issued the following finding of facts on March 20, 1907:"

"In the matter of the embargo on freight, we find that such an embargo was placed on all freight at the points mentioned, but there was no discrimination made against shippers from points in Connecticut and for the benefit of parties outside."

"We also allowed and heard statements of the petitioners regarding the physical condition of the roadbed, bridges and equipment of the said railroad."

"In behalf of the railroad it was stated, and the train sheets exhibited showed, that during the months of January and February the train specially complained about in said petition, viz., the 8:06 a. m. from Norwich, had missed its connection at Willimantic with the train for Hartford four times."

"In regard to the embargo on freight it was stated that the accumulation of freight at various shipping points on the Central Vermont Railway had become so marked that drastic measures were resorted to to clear up the accumulation. The reasons given for the congested condition of freight traffic were:

(1) "The unusually large and unexpected amount offered for shipment."

(2) "The lack of sufficient motive power to handle the same."

(3) "The extreme cold weather and other conditions arising from the severe winter, all of which had very much congested this traffic."

"On March 13, 1907, we again met and went over the conditions complained of by the petitioners, with Mr. Jones, General Manager of the Central Vermont Railway Co., Mr. Nash, Superintendent, and Mr. Brennan, attorney for the company."

"At the present time we have no disposition to go further than the recommendations made by this board and agreed to by the representatives of the railway company at the meeting last referred to, which recommendations and the company's assent thereto, cover the following matters:—"

(1) "That every effort shall be made to maintain the passenger service on time; also in this connection, Mr. Nash stated that the Central Vermont Railway Co. has made arrangements with the New York, New Haven and Hartford Railroad Company so that the latter company would hold its trains not in excess of seven minutes at Willimantic to make connections."

(2) "That beginning as soon as the conditions of the ground will permit, the Central Vermont Railway Company will make a liberal renewal of ties on its line throughout the state of Connecticut, which, coupled with ballasting and alignment of tracks, will put the roadbed in a better condition and thus carry out suggestions made at the time of our last annual inspection."

"The bridges have been mostly renewed in this state in the last few years, and the seventy pounds steel rails are suitable for the traffic the road carries."

(3) "That since the date of our first hearing they have added four powerful locomotives to the equipment of the road and that they will put on sufficient motive power to handle expeditiously all traffic."

(4) "That the superintendent in charge of the Connecticut

part of the railroad be given ample authority to handle all local questions and to use his best offices to see that the local traffic and the local shippers are first reasonably and expeditiously served."

(5) "That additional or extended side tracks for the handling of local freight be provided at such points as are necessary."

ELECTRIFICATION OF THE NEW YORK DIVISION OF THE NEW YORK, NEW HAVEN & HART- FORD RAILROAD COMPANY.

Between Woodlawn and Stamford.

On September 30, 1907, we issued our first order under a new statute passed at the January session, 1907, of the Legislature, requiring that no part of a railroad equipped to be operated by electricity should be opened for public travel unless the company operating the same should have first obtained a certificate, signed by this Board, that such railroad, or part thereof, was in a "suitable and safe condition."

After a thorough examination of the system, by the full Board, assisted by an electrical expert, we certified that the same was in a "suitable and safe condition," as required by statute. The report of the examination will be found in full on pages 93-98.

HIGHLAND DIVISION.

Burnside to Vernon, Rockville and Melrose.

On December 6, 1907, acting under the chapter of the statute above referred to, we examined the Highland Division of the New York, New Haven and Hartford Railroad Company extending from Burnside to Vernon, thence to Rockville, and thence to Melrose, which had been electrically equipped, and issued a certificate to the effect that same was found in a "suitable and safe condition."

SUNDAY TRAINS.

On June 1 and October 5, 1907, the New York, New Haven and Hartford Railroad Company, pursuant to an act approved

April 6, 1899, was authorized to run such trains on Sunday as were scheduled on time-tables taking effect June 2 and October 6, 1907, respectively, on the ground of public necessity and convenience, in accordance with applications made to us.

ACCIDENTS.

The casualties resulting from the operation of the steam roads within the State of Connecticut for the past year have been as follows:

	Injured.	Fatal.	Not fatal.
Passengers, ...	75	2	73
Employees, ...	618	82	536
Trespassers, ...	132	80	52
Others, ...	50	13	37
Total, ...	875	177	698

The total casualties are 175 more than for the previous year and the fatalities 29 more.

PASSENGERS.

As shown in the foregoing statement, 75 passengers have been injured during the past year, 49 more than for the preceding year, of whom two were killed, the same number as last year.

Five were injured on the Central New England Railway, four on the New London Northern Railroad, and sixty-six on the N. Y., N. H. & H. Railroad.

The records of the companies show that one passenger was killed by derailment and one in falling from train. Collisions, derailment, and falling from train caused most of the injuries reported. The accident by a head-on collision south of Waterbury, March 2, 1907, contributed largely to the list of injured.

EMPLOYEES.

The number of employees injured has been 618, which is 134 more than the number injured last year. The number killed has been 82, an increase of 43 over the previous year. Three were killed and 29 injured on the Central New England Railway, one killed and 21 injured on the New London Northern Railroad, and 78 killed and 536 injured on the N. Y., N. H. & H. Railroad.

Several collisions with work trains, notably at New Britain and Sigourney Street in Hartford, swelled the number of employees injured, and the Waterbury accident and others added to the list of fatalities. As given in the reports of the companies, five were killed, 39 injured in coupling and uncoupling; death of two and the injury of 19; struck by trains, locomotives or cars caused the death of 11 and the injury of 50; jumping on or off trains, locomotives or cars resulted in the death of two and the injury of 19; struck by trains, locomotives or cars occasioned the death of 40 and the injury of 38; overhead obstructions were the cause of the death of three and the injury of 28, and one was killed and 22 injured from other causes. Of trainmen, 36 were killed and 260 injured; trackmen, 16 killed and 35 injured, and of those classed as other employees, 22 killed and 19 injured.

TRESPASSES.

The number of persons injured in trespassing upon the track has been 132, a decrease of 24 during the year, of whom 80 were killed, 12 less than for the previous year.

INJURED AT GRADE CROSSINGS.

There were 21 persons injured at grade crossings, four less than last year, ten of whom were killed, also four less than for the previous year. The number of grade crossings in the state is reported to be 961, sixteen less than the number reported last year.

FINANCIAL STATEMENT OF THE OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR END- ING JUNE 30, 1907.

CAPITAL STOCK.

The total capital stock issued and outstanding by the various companies reporting to us on the date named above was \$165,662,000.00, compared with \$128,847,468.38 for the previous year, an increase of \$36,814,531.62. The stock of the Central New England Railway Company has been increased

\$1,950,000.00 during the past year, making the present capital stock \$8,550,000.00. The capital stock of the Hartford & Connecticut Western Railroad Company has been increased \$251,500.00, making the present amount outstanding \$2,965,500.00. The stock of the New York, New Haven & Hartford Railroad Company has been increased, by merger and otherwise, \$38,521,000.00, making its present capital stock \$121,878,100.00, of which amount \$52,435,926.80 is reported as apportioned to steam railroads, and the balance, \$69,442,173.20, to other properties. Of this increase, \$8,521,000.00 was issued to discharge four per cent. debentures amounting to \$17,042,000.00, and the balance, \$30,000,000.00, by the merger of the New York, New Haven & Hartford Railroad Company with the Consolidated Railway Company, representing the street railway, steamboat and other properties. No change has been made during the year in the amount of the capital stock of the six other companies reporting to us. Amount of capital stock per mile of road is, \$57,084.84.

FUNDED DEBT.

Seven of the nine companies included in this report have a funded debt of \$212,677,200.00, compared with \$57,324,000.00 reported last year, an increase of \$155,353,200.00; that of the Central New England Railway Company has been increased \$2,230,000.00, making the present total debt \$10,730,500.00. The funded debt of the New England Railroad Company is reported as \$17,500,000.00, showing a decrease of \$1,500,000.00 since the last report. The funded debt of the New Haven & Northampton Company has been increased \$1,308,000.00, making the total amount \$3,908,000.00. The New York, New Haven & Hartford Railroad Company reports its mortgage bonds as \$36,729,000.00, and its miscellaneous obligations as \$140,409,700.00, showing a total indebtedness of \$177,138,700.00, of which \$76,210,836.00 is apportioned to steam railroads and \$100,927,864.00 to other properties. For a detailed account of these miscellaneous obligations see page 217. The funded debt per mile of road owned is reported as \$66,229.28.

CURRENT LIABILITIES.

The total current liabilities of the companies are reported to be \$20,650,220.14, compared with \$31,121,754.92 for the previous year. The current liabilities of the Central New England Railway Company have been increased \$948,888.28, those of the Hartford & Connecticut Western Railroad Company decreased \$250,000.00, the New England Railroad Company increased \$1,377,300.72, the New Haven & Northampton Company decreased \$606,218.95, the New London Northern Railroad Company decreased \$7,301.67, the New York, New Haven & Hartford Railroad Company decreased \$9,425,898.78, the Norwich & Worcester Railroad Company increased \$50.00, and the South Manchester Railroad Company increased \$786.68.

PROPERTY ACCOUNTS.

The property accounts of the companies amount to \$439,084,251.61, an increase of \$121,236,854.11 in the amount so reported last year, consisting of the following items: Cost of road, \$154,237,603.90, an increase of \$13,654,185.89 over the cost reported last year; cost of equipment, \$36,804,606.26, an increase of \$17,188,664.54; bonds and stocks, \$77,897,884.41, an increase of \$16,906,696.83; other permanent investments \$67,395,818.21, an increase of \$56,865,380.50; cash and current assets \$90,638,394.15, an increase of \$35,400,966.27, and other assets \$12,109,944.68, a decrease of \$17,779,039.92. The average cost of road per mile is reported to be \$91,410.35.

GROSS EARNINGS.

The gross earnings of the steam railroads for the year ending June 30, 1907, were \$58,859,229.75, an increase of \$3,048,711.22 over the earnings of the previous year. The passenger earnings were \$27,417,943.21 and the freight earnings \$30,925,869.11, the balance being earnings from other sources, viz., \$515,417.43. The gross earnings per mile of road operated were \$24,058.45 and per mile run, \$2.25956.

OPERATING EXPENSES.

The total operating expenses for the year were \$41,458,980.04, an increase of \$3,696,033.47 over the amount re-

ported the previous year. The percentage of operating expenses to gross earnings is 70.44. The operating expenses per mile of road operated were \$16,946.17 and per mile run, \$1.59158.

NET EARNINGS.

The net earnings of the New York, New Haven and Hartford Railroad Company and the New London Northern Company were \$17,831,335.11. A deficit of \$431,046.92 occurred in the operations of the Central New England Railway Company and of \$38.48 on the South Manchester Railroad Company. The net earnings per mile of road operated were \$8,165.77 and \$0.71596 per mile run.

TAXES.

The amount paid for taxes was \$3,052,144.32, which is \$172,979.52 more than the amount paid last year. The amount paid is about 5 1-10 per cent. of the gross earnings. The amount paid to the State of Connecticut for the fiscal year ending September 30, 1907, as reported by the State Treasurer, was \$1,233,525.97.

DIVIDENDS.

The dividends paid were \$8,149,626.00 on \$136,803,600.00 of capital stock, while no dividends were declared on \$28,858,400.00 of stock.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried earning revenue was 76,687,838, being 6,151,567 more than the number carried the previous year. The number of passengers carried by the street railways during the same time was 127,701,425. The average length of each passenger trip was 18.16 miles, the amount received per passenger \$0.29689, and the receipts per passenger per mile \$0.01635. The passenger revenue was \$22,767,579.34, an increase of \$1,168,443.36 over the revenue of the previous year, and passenger earnings, \$27,417,943.21, an increase of \$1,560,829.17. The passenger earnings per mile of road were \$11,206.96 and the passenger earnings per train mile \$1.60137.

FREIGHT CARRIED AND FREIGHT SERVICE.

The freight carried during the year was 25,903,267 tons, 2,348,614 tons more than the amount carried the previous year, with an average haul of 82.07 miles. The freight revenue was \$30,226,649.29, being \$1,475,334.15 more than last year, and freight earnings, \$30,925,869.11, an increase of \$1,504,034.17. The amount received for each ton of freight handled was \$1.16690 and the average receipts per ton per mile \$0.01403. The freight earnings per mile of road were \$12,640.81 and per train mile \$3.35228.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 16,823,655, an increase of 742,956 miles over that of the previous year, and of freight trains earning revenue 8,927,411 miles, an increase of 170,869 miles. The mileage of mixed trains earning revenue was 297,915 and of non-revenue trains 7,483,520 miles. The total revenue mileage is 26,048,981 and the total mileage of all trains 33,532,501.

LENGTH OF ROADS.

The total length of main line and branches included in this report is 2,377.75 miles; the length of second or double track 731.85 miles, third track 80.23 miles, fourth track 78.80 miles, sidings 1,423.96 miles; total of single track, 4,692.59. That portion of the above mileage within the State of Connecticut is as follows: Main line and branches 1,015.61 miles, second or double track 271.14 miles, third track 43.08 miles, fourth track 43.08 miles, sidings, 557.98 miles; total of single track and sidings, 1,930.89 miles.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for maintenance of way and structures has been \$6,964,943.18, being \$593,372.40 more than the amount expended for this purpose last year, amounting to \$2,846.89 per mile operated and \$0.267 per mile run.

MAINTENANCE OF EQUIPMENT.

The cost of the maintenance of equipment has been \$5,889,-225.69, about \$7,000 less than for the preceding year, amounting to \$2,407.20 per mile operated and \$0.226 per mile run.

CONDITION OF THE ROADS.

A statement of the total mileage of tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on page 128.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

First track,	.	.	.	.	.	2,006.23
Second track,	.	.	.	.	.	732.35
Third track,	.	.	.	.	.	80.23
Fourth track,	.	.	.	.	.	78.80
Trackage rights,	.	.	.	.	.	103.38
Sidings,	.	.	.	.	.	1,309.22
Total, all tracks, .	.	.	.	.	.	4,310.21

CENTRAL NEW ENGLAND RAILWAY.

First track,	.	.	.	.	.	289.44
Second track,	.	.	.	.	.	3.60
Trackage rights,	.	.	.	.	.	3.50
Sidings,	.	.	.	.	.	82.32
Total, all tracks, .	.	.	.	.	.	378.86

NEW LONDON NORTHERN RAILROAD, OPERATED BY THE CENTRAL VERMONT RAILWAY.

First track,	.	.	.	.	.	121.00
Sidings,	.	.	.	.	.	42.90
Total, all tracks, .	.	.	.	.	.	163.90

SOUTH MANCHESTER RAILROAD.

First track,	.	.	.	.	.	2.25
Sidings,	.	.	.	.	.	3.45
Total, all tracks, .	.	.	.	.	.	5.70
Grand total, single track and sidings of all lines, including trackage rights, .	.	.	.	.	.	4,858.67

The results of the operation of all the steam roads for the year ending June 30, 1907, are given here for convenient reference, although elsewhere stated under their proper heads:

Gross earnings, ...	\$58,859,229.75
Operating expenses, ...	41,458,980.04
Net earnings, ...	17,831,335.11
Freight earnings, ...	30,925,869.11
Passenger earnings, ...	27,417,943.21
Earnings from other sources, ...	515,417.43
Expended for maintenance of way and structures, ...	6,964,943.18
Expended for maintenance of equipment, ...	5,889,225.69
Number of new ties laid, ...	1,192,176
Tons of new steel rails laid, ...	10,449.95
Total number of employees, ...	38,830
Compensation of same, ...	25,170,014.36
Number employed in maintenance of way and structures, ...	10,293
Amount paid for their services, ...	4,842,771.51
Passengers carried, ...	76,687,838
Tons of freight carried, ...	25,903,267
Passengers injured, ...	73
Passengers killed, ...	2
Employees injured, ...	425
Employees killed, ...	81
Injured at grade crossings, ...	21
Killed at grade crossings, ...	10
Number of grade crossings, ...	961
Tons of coal consumed, ...	2,032,058
Taxes, ...	\$3,052,144.32
Taxes paid State of Connecticut, ...	1,233,525.97

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

NEW YORK DIVISION.

The bridge carrying the two west-bound tracks over the Housatonic River at Naugatuck Junction was completed and inspected on June 17, 1907, thus completing four continuous tracks between the cities of New York and New Haven. The electrical construction between Stamford and Woodlawn Junction has been practically completed and was inspected and approved by us on September 24, 1907, since which time a large number of the local trains between Stamford and New York City have been operated by electricity. New steel bridges have been erected over Bishop and Bruce Avenues in East Bridgeport, a new signal tower placed at the east end of the freight yard, and a new transfer shed 500 feet long erected. The freight station in Bridgeport has been enlarged 150 feet by 15 feet and office rooms provided therein. Within the zone operated electrically tie plates have been placed on the curves and for a mile south of Cos Cob screw spikes have been used. The piling over

West River, between New Haven and West Haven, has been entirely rebuilt. On the Danbury branch new steel rails have been laid from South Wilton to Danbury, completing the renewal of the rails over the entire length of this branch. The freight house at Danbury has been enlarged and a new freight transfer shed erected.

BERKSHIRE DIVISION.

Some new rails have been laid between New Milford and Brookfield, and five of the bridges on the line thoroughly renewed; also about two and one-half miles ballasted, partly with gravel and a portion with cinders, and about 65,000 new ties placed in the track. On the Litchfield branch the line is being changed to reduce the curvature near the crossing of the Housatonic River, where a new bridge with new masonry foundations is being erected, consisting of three girders and three truss spans. The new station building at Stepney, referred to in our last report, has been completed. The track and bridges of this division are in good condition. About six miles of new rails are to be placed in the track of the Litchfield branch this fall. The improvement and enlargement of the station grounds and freight facilities in New Milford have been in progress during the past season and the new passenger station will soon be under way. On the Naugatuck branch the double tracking is nearly completed, with the extensive changes within the city of Waterbury, where the foundations of the new passenger station are about ready for the structure. Important changes have been completed on the Watertown branch, mentioned in our previous report, and nineteen bridges been rebuilt, renewed, and strengthened on the line between Waterbury and Winsted.

HARTFORD DIVISION.

The important improvements in the New Haven "Cut," so-called, have been vigorously prosecuted during the past summer and will be completed in the early spring. New three-track steel bridges have been erected over South Colony Street,

Meriden, and south of Berlin station. The freight station at Meriden is to be extended 300 feet to provide additional facilities for handling the freight at this important station. Nearly two miles of new steel rails have been laid through the freight yard north of Hartford. A new double-track steel bridge and a new passenger station have been erected on the Valley branch at State Street in Hartford, and the tracks depressed to pass under the west approach of the Connecticut River Highway bridge in that city. New steel rails are now being laid at Rocky Hill and Middletown, which will complete the heavy rail on the Valley branch from Saybrook Junction to Hartford. The long piling between Saybrook Point and Fenwick, 2,300 feet in length, is being filled except three tide openings of 200 feet each. About 75,000 cubic yards of material have already been placed in the embankment, the slopes of which have been riprapped with stone to protect the embankment from the action of tide water. The station grounds at Deep River on this branch have been enlarged and improved. On the Middletown & Meriden branch eight of the bridges have been furnished with new floors. The portion of this branch between Meriden and Middletown is now operated by electricity, as well as the branch between Berlin and Middletown.

HIGHLAND DIVISION.

The double tracking of this division between Danbury and Hawleyville is in progress, involving the elimination of two grade crossings, the extension of an arch over a highway east of Danbury, and the substitution of an arch for a girder bridge near Hawleyville. The new steel bridge over the Housatonic River near Sandy Hook has been erected and brought into service during the past year in place of the wooden Howe truss bridge which was burned. About three miles of new steel rails have been laid during the year between Danbury and Waterbury in various places where most needed. The double tracking between Waterbury and Bristol is in progress, including much heavy work in important changes in the alignment and grades of the railroad and the highways intersected by it, but is not yet

far advanced. The track used for the suburban service between New Britain and Hartford has been re-laid with new steel rails. That portion of this division extending from Burnside to Rockville, $12\frac{1}{2}$ miles in length, and the Melrose branch, from Rockville to Melrose, a distance of $12\frac{1}{2}$ miles, has been electrically equipped, and at the time of our inspection was practically in condition for service. The iron bridge over the Willimantic River, which was seriously injured and put out of service by an overhanging crane being transported on a freight train, is to be rebuilt by substituting four steel girder deck spans for two through truss spans.

AIR LINE — NORTHAMPTON DIVISION.

New steel rails weighing 80 lbs. per yard have been laid from Cheshire to Farmington, a distance of $14\frac{1}{4}$ miles, new ties and guard timbers placed on the bridge over the Farmington River near New Hartford, and new abutments under the bridge near Brookvale. The tracks of the Northampton and New Hartford branches are in excellent condition, also that of the Air Line division. The work of eliminating the grade crossing known as "Taylor's crossing," near Cobalt, in the town of Portland, is well advanced and will soon be completed.

SHORE LINE DIVISION.

The Winthrop Cove piling has been rebuilt and strengthened, and two short girder bridges east of New London, designated as 2A and 6A, and the piling at each end of the Mystic drawbridge renewed. Between New London and New Haven, fourteen bridges have been renewed, strengthened, and shortened. A new lift bridge and connecting spans with new approaches, 1,300 feet in length east of the bridge and 1,400 feet west thereof, have been completed, and were inspected and authorized to be opened for service Nov. 16, 1907. The new bridge over the Connecticut River, 1,564 feet long, consisting of seven through spans each 182 feet long, two plate girder spans 38 and 70 feet in length, and a Scherzer lift-span 161 feet long, and 25 feet above water level, with an approach of 3,600 feet in length on the westerly side of said

bridge, and 2,600 feet easterly thereof, was completed, inspected, and approved of on July 26, 1907. The masonry is constructed for a four-track bridge, but only a double-track bridge is at present provided. It is a very substantial and expensive piece of work, costing about \$1,500,000.00.

A new passenger station has been erected, combining the former stations of Lyme and Black Hall, furnishing, we think, excellent accommodations which are reasonably accessible to the patrons of both the former stations. On the Norwich & Worcester branch the new station at Putnam has been brought into use after a long delay in adjusting some legal complications involving the condemnation of a portion of the site upon which it stands. It is admirably adapted to accommodate the traffic of both the Norwich & Worcester and the New England roads. About two miles of new steel rails, weighing eighty pounds per yard, have been laid on the Southbridge branch within the state of Connecticut. About seventeen miles of the Norwich & Worcester line between Taftville and Central Village have been electrically equipped and are being operated by electricity, furnishing hourly service between Taftville and Worcester. On account of this frequent electric service, two steam trains each way daily between Norwich and Worcester were withdrawn, leaving still four steam trains each way between those places in addition to the hourly electric service. A grade crossing south of Putnam, known as White's Crossing, is being eliminated by carrying the highway under the tracks of the railroad, and the work should be completed this fall.

MIDLAND DIVISION.

The track and bridges of this division are in excellent condition. The new station building at Putnam and the changes in the station grounds referred to in our last report as being in progress are now completed and in use. A new signal tower controlling the connections between the tracks of the Norwich & Worcester and the Midland divisions has been constructed and put in operation during the past year, placing the movements of cars and trains within the Putnam station

grounds under the control of a single person, thus safeguarding the interchange of business between the two roads.

PROVIDENCE BRANCH.

Bridge No. 27, which was an old wooden Howe truss in use since the construction of the road more than fifty years ago, has been displaced by a new steel girder bridge of four spans. A concrete arch of thirty-five feet span is also being erected in place of the old wooden bridge at Versailles, and a new steel girder bridge in place of the wooden bridge known as No. 21. The grade of the track is being raised about nine feet opposite the new dam of the Uncas Power Company to place it safely above the water level. About ten miles of new steel rails have been laid between Lisbon and Scotland, and much of the track well ballasted.

SUMMARY OF OPERATIONS OF THE STEAM ROADS FOR THE YEAR ENDING JUNE 30, 1907.

NEW YORK, NEW HAVEN AND HARTFORD.

Gross earnings, \$55,601,936.32; passenger earnings, \$26,758,929.06; freight earnings, \$28,386,704.38; operating expenses, \$37,850,081.71; net earnings, \$17,751,854.61; maintenance of way and structures, \$5,479,089.15; maintenance of equipment, \$5,638,784.42; number of new ties laid, 1,072,268; tons of steel rails laid 9,648.82; number of employees, including officers, 36,481; compensation of same, \$24,052,644.90. The operating expenses were 68.07 per cent. of the gross earnings and the maintenance of way and structures 14.48 per cent. of the operating expenses.

CENTRAL NEW ENGLAND RAILWAY.

The bridges on the Farmington flats between Tariffville and Simsbury have had new standard floors of yellow pine placed on them since our last inspection, and about two and one-half miles of new steel rails placed in the track between Grants and Norfolk. The work of eliminating the grade crossings in Winsted and Norfolk has been prolonged by

the dilatoriness of the contractors, to the serious inconvenience of those who are obliged to use the crossings. The track and bridges are in good condition.

The results of the operation of the road for the past year are as follows: Gross earnings, \$2,153,366.54; passenger earnings, \$404,391.24; freight earnings, \$1,727,607.75; operating expenses, \$2,584,413.46; deficit, \$431,046.92; maintenance of way and structures, \$1,331,850.08; maintenance of equipment, \$211,632.82; new ties laid, 96,903; new steel rails laid, 801.13; number of employees, including officers, 1,546; compensation of same, \$954,239.44. The operating expenses were 120.01 per cent. of the gross earnings and the maintenance of way and structures 51.23 per cent. of the operating expenses.

NEW LONDON NORTHERN RAILROAD.

The wooden Howe truss bridge first south of the Willimantic station has been removed and a new, deck, plate-girder bridge erected in its place. A new steel bridge has also been erected in place of bridge No. 52. Some seventeen other bridges on the line have been repaired, painted and put in good condition. The renewal of ties for some years past has not been sufficient to keep pace with their depreciation and decay and a more liberal renewal is imperatively needed to put the track in a proper and safe condition for operation. A report was submitted to us by the company showing the distribution of ties for renewal purposes during the past season, by which it appeared that an average renewal of 553 ties per mile was contemplated. This is not sufficient to meet the immediate necessities of certain portions of the track, which we carefully examined, and we would earnestly recommend the company to give this matter their attention early the coming spring. The results of the operations of the road for the past year have been as follows: Gross earnings, \$1,086,877.09; passenger earnings, \$250,252.41; freight earnings, \$798,877.68; operating expenses, \$1,007,396.59; net earnings, \$79,480.50; maintenance of way and structures, \$149,327.39; maintenance of equipment, \$36,314.10; new ties laid, 21,900; number of employees, 783; compensation of same, \$463,356.72. The

operating expenses have been 92.68 per cent. of the gross earnings, and the maintenance of way and structures about 14.82 per cent. of the total operating expenses.

SOUTH MANCHESTER RAILROAD.

The record of the operations of this road for the past year is as follows: Gross earnings, \$17,049.80; passenger earnings, \$4,370.50; freight earnings, \$12,679.30; operating expenses, \$17,088.28; deficit, \$38.48; maintenance of way and structures, \$4,676.56; maintenance of equipment, \$2,494.35; new ties laid, 1,105; number of employees, 20; compensation of same, \$10,518.87.

RIDGEFIELD & NEW YORK RAILROAD.

The charter of this road was extended by the General Assembly until July 1, 1909. Aside from this there is nothing further to be reported.

STREET RAILWAYS.

Important changes have taken place during the past year in the street railway situation. The Consolidated Railway Company, which at the beginning of the year owned and operated more miles of street railways within the state than any other company, leased the property of the Connecticut Railway & Lighting Company, which was the second largest operating company in the state. The Consolidated Railway Company next obtained, by merger or otherwise, the New England Navigation Company, representing the various steamboat lines plying between various New England ports and New York and Philadelphia. The N. Y., N. H. & H. R. R. Co. was then merged with the Consolidated Railway Company, under the name of the N. Y., N. H. & H. R. R. Co., and as thus constituted owns all the steam railroads, electric lines, lighting, gas, and water supply companies, and steamboat properties, heretofore owned and operated by the N. Y., N. H. & H. R. R. and the Consolidated Railway Companies. Later, the name of the Thomaston Tramway Company, owning an unfinished line of road extending from Thomaston to Waterville, was changed to

that of the Connecticut Company, which now operates the street railways owned and leased by the N. Y., N. H. & H. R. R. Co., comprising 479,603 miles of single track of the street railways of the state. These changes have played havoc with the street railway statistics of the year, because each of the three companies above named have managed the same street railways affected by these changes during certain portions of the year and submit separate reports covering the period of such operation. Furthermore, the capital stock of the 325 miles of single track of street railways owned by the N. Y., N. H. & H. R. R. Co. is represented by the stock of that company with which it has been merged, but how much of its capital stock represents the street railways owned by it we are unable to determine, the only information we can obtain being the statement that of the \$121,878,100.00 of capital stock of that company, \$52,435,926.80 is apportioned to steam railroads, and the balance, \$69,442,173.20, to other properties, together with the statement that the

Cost of steamships owned by the Consolidated Railway Co. at the time of merger, and subsequent expenditures was, ...	\$19,261,726.59
Cost of street railways owned by the Consolidated Railway Co. at the time of merger, and subsequent expenditures, ...	26,872,806.41
Cost of street railway equipment at time of merger, and subsequent expenditures, ...	3,756,284.98
Steamboats, tugs, and floats leased, ...	2,333,515.76
Cost of interest in the Central New England Railway Co. over and above adjusted book value of securities, ...	4,672.37
Total, ...	<u>\$52,229,006.11</u>

All of which is not remarkably illuminating as to the amount of the capital stock of the N. Y., N. H. & H. R. R. Co. which represents the street railways owned by it. Hence, in our report, the amount of capital stock, bonds, floating indebtedness, cost of construction, and equipment of the 325 miles of street railways owned by the N. Y., N. H. & H. R. R. Co. are not given because this information is unobtainable. The line from Seymour to Naugatuck has been completed and brought into use during the past

summer. It is built mostly on a private right of way and is the most expensive piece of street railway construction yet undertaken within the state. The Thomaston Tramway, now the Connecticut Company, extending from Thomaston to Waterville, has been under construction during the past summer, but is not yet completed. The line from Branford to Stony Creek, part of the N. Y., N. H. & H. R. R. Company's system, has been completed and is being operated; the Shore Line Electric Railway in the towns of Essex and Old Saybrook is also in process of construction.

PROCEEDINGS OF BOARD CONCERNING STREET RAILWAYS.

APPROVAL OF METHOD OF CONSTRUCTION.

CONSOLIDATED RAILWAY COMPANY.

City of Norwich.

On March 20, 1907, upon application of the Consolidated Railway Company asking for an approval of its proposed method of construction of an additional track in the City of Norwich, from Franklin Square, through Main and North Main Streets, Central and Boswell Avenues, to the town line of Norwich, we approved of the construction enumerated in said company's application, except that on Main Street from Franklin Square to the junction of Main and North Main streets we required iron instead of chestnut poles.

City of Putnam.

On June 11, 1907, The Consolidated Railway Company presented a petition asking that we approve of its proposed method of construction of its extensions of electric railway lines in the City of Putnam. The matter was duly heard, and the City of Putnam having filed with us its approval showing the location of said railway lines with reference to the center line of the highway and the grade thereof, we approved of the construction as petitioned for by said railway company.

NEW YORK, NEW HAVEN & HARTFORD R. R. CO.

City of New Haven.

On July 17, 1907, the New York, New Haven & Hartford Railroad Company presented to us its application for approval of construction of an electric railway in the City of New Haven on Edgewood and Alden Avenues.

Said petition was heard, and the railroad company having filed with us the approval by the city of the plans presented, showing the proposed construction, we approved of the proposed method of construction, on July 31st, as petitioned for by said company.

On the same date, the New York, New Haven & Hartford Railroad Company petitioned asking for our approval of its proposed construction of its street railway line on Edgewood Avenue in the City of New Haven, from Hotchkiss Street to Orchard Street, and on July 31, 1907, after hearing had, and the filing of the approval by the Mayor and Board of Aldermen of said city, we issued our finding in accordance with the petition presented.

On the same date, July 17, 1907, the New York, New Haven & Hartford Railroad Company presented its application for approval of construction of an electric railway in the City of New Haven from Congress Avenue to the Boulevard, so-called, and on the 31st of the same month, after hearing had, and the filing of the approval by the Mayor and Board of Aldermen of said city, we approved of the application of said company as presented.

On the same date the New York, New Haven & Hartford Railroad Company presented an application for approval of its proposed method of construction of the double track electric railway in the City of New Haven on Howard Avenue from Lamberton Street to Fourth Street. After hearing had, and said company having filed with us the approval by the Mayor and Board of Aldermen of said city of the plans presented, we approved of the application of said company on July 31, 1907.

On September 21, 1907, we issued our finding in the matter of petition of the New York, New Haven & Hartford Railroad

Company asking for the approval by this Board of its proposed method of construction of a double track electric street railway line from the intersection of State and Chapel Streets and an intersection of Chapel Street with the proposed trolley viaduct in the City of New Haven.

Said company having filed plans showing said proposed location, and the approval by the City of New Haven of same, we designated, ordered and directed that said construction should be in accordance with the application of said company, except that we ordered and directed that on the highways in said City of New Haven referred to in said application the rail to be used should be the Lorain Steel Company's section 108, No. 398, the guard thereon to be planed level with the tread of the rail, and that the pavement and general construction should be in accordance with the plan filed in the office of the City Engineer of said city, and approved of by the Director of Public Works.

TOWN OF MANCHESTER.

On July 18, 1907, the New York, New Haven & Hartford Railroad Company presented its application asking for the approval of its proposed method of construction of an electric street railway line from Main Street to the Middle Turnpike, so-called, in the Town of Manchester.

After hearing had, we approved of the application of said company with the provision that the road be "back filled" substantially to the top of rail and level with the highway, as requested by the Town of Manchester.

CITY OF HARTFORD.

On July 18, 1907, the New York, New Haven & Hartford Railroad Company presented its application for approval of construction of an additional track of its street railway from Lenox Place to Blue Hills Avenue in the City of Hartford, and on July 31st we approved of said application, the company having filed with us maps and plans of the proposed construction, approved of by the Mayor and Court of Common Council of the said city.

On July 18, 1907, the New York, New Haven & Hartford Railroad Company presented to us its application for approval of its proposed construction of a single track line of its street railway from the terminus of said company's tracks on Asylum Avenue, through Asylum Avenue and Steele Road to Albany Avenue, all in the town of West Hartford. Said company having filed with us the approval of said extension by the Selectmen of the Town of West Hartford, on July 31, 1907, we approved of the construction asked for in the petition of said company.

On November 12, 1907, upon petition of the New York, New Haven & Hartford Railroad Company, we approved of its proposed method of construction of a double track electric line in the center of Main Street in the town of East Hartford, beginning at a point on Main Street near Burnside Avenue and running northerly to a point near Woodbridge Avenue, there connecting with a double track on the south end of Main Street and with a single track on the northerly end of said street, the town of East Hartford having previously approved of the location as to center line and grade of the railway in said highway.

On November 21, 1907, upon petition presented by the New York, New Haven & Hartford Railroad Company asking for approval of its proposed method of construction of an additional street railway track and the reconstruction of a single track previously laid on Trinity Street in the city of Hartford, from a point near Capitol Avenue and running northerly to a point near the Memorial Arch, we approved of the construction as proposed in said company's petition.

On December 13, 1907, upon application of the New York, New Haven and Hartford Railroad Company asking that we approve of its proposed method of construction of an electric railway with turnouts, switches and connections, in the City and Town of Middletown and Town of Middlefield, from a point in said city at Washington Green, so-called, and the city and railroad company having filed with us the approval of the municipalities through which said railway was to pass, as to location and grade of tracks in highways, we approved of the construction as asked for in the application of said company.

STAFFORD SPRINGS STREET RAILWAY COMPANY.

CITY OF ROCKVILLE AND TOWN OF TOLLAND.

On August 2, 1907, the Stafford Springs Street Railway Company presented its application asking for the approval of its proposed method of construction over a modified location of its line in the City of Rockville and Town of Tolland.

After hearing had, we issued our finding September 10, 1907, approving of the method of construction as asked for in the petition of said company.

BOROUGH OF STAFFORD SPRINGS, AND TOWNS OF STAFFORD,
ELLINGTON AND TOLLAND.

On November 24, 1906, the Stafford Springs Street Railway Company made application to us for our approval of its proposed method of construction of a line of railway in the Borough of Stafford Springs and Towns of Stafford, Ellington and Tolland, to the city limits of the City of Rockville. After hearing had, said company having filed with us copies of approval by the municipal authorities as to location and grade of said proposed tracks, on December 5, 1906, we approved of the method of construction asked for by said railway company.

GROTON & STONINGTON STREET RAILWAY CO.

On April 23, 1907, we approved of an extension of the Groton & Stonington Street Railway Company's line from a point at the west end of the bridge over Pawcatuck River, in the village of Pawcatuck, to the Rhode Island State line, which is defined by the center of the bridge over said river.

DANBURY & BETHEL STREET RAILWAY CO.

City of Danbury.

On April 26, 1907, on petition of the Danbury & Bethel Street Railway Company dated April 13, 1907, we approved of the proposed method of construction of said company as follows:—

A single track in the City of Danbury beginning at a point on the line of the tracks of said company on Main Street, about one hundred and fifteen feet north of the center line of the

Highland Division of the New York, New Haven & Hartford Railroad, thence through Franklin, Hoyt and Davis Streets to Tomlinson Avenue; thence through private right of way to Westville Avenue, thence through Westville and Lake Avenues to Beaver Street; through Beaver, Rose, River and Elm Streets to connect with tracks of said company in Wooster Square.

A single track in said city, commencing at a point on West Wooster Street at or near the Garfield Monument at the West Wooster Street switch, thence through West Wooster Street and private land to William Street, thence through William Street to West Street, there connecting with the present track of the company.

A double track in the City of Danbury, commencing at a point on Main Street near City Hall, thence running westerly along West Street to William Street.

A double track in the Town of Danbury, beginning at a point on the City and Town division line, on the highway leading from West Wooster Street to Park Avenue; thence through Park Avenue and private land to Backus Avenue and through Backus Avenue to a point on said avenue about eight hundred and four feet easterly of the "Old Lake Road."

A spur track about two hundred feet long, near depot on White Street.

BRISTOL & PLAINVILLE TRAMWAY CO.

Main Street, Village of Terryville.

On June 3, 1907, The Bristol & Plainville Tramway Company, having presented its petition asking our approval of its proposed method of construction of an extension of its line of track on Main Street in the Village of Terryville, a distance of about five hundred feet, and the Selectmen of the Town of Plymouth having approved of the layout of said extension, we issued our finding approving of the construction asked for.

VILLAGE OF TERRYVILLE.

On Main Street to Eagle Street.

On July 1, 1907, we approved the proposed method of construction of the Bristol & Plainville Tramway Company's

extension on Main Street in the village of Terryville, westward to a point where the same is intersected by Eagle Street.

SHORE LINE ELECTRIC RAILWAY CO.

Town of Old Saybrook.

On October 23, 1907, we approved of the proposed method of construction as petitioned for by the Shore Line Electric Railway Company, of a line of electric railway from Ivoryton to Saybrook in the town of Old Saybrook, continuing to and through Guilford. We also designated and determined the length, width, material and plan of a bridge proposed to be erected by said company over the tracks of the Shore Line Division of the New York, New Haven & Hartford Railroad, and of two over the tracks of the Fenwick Branch of the same company.

Town of Essex.

On December 4, 1907, upon petition received from the Shore Line Electric Railway Company asking that we approve of its proposed method of construction of a new street railway line in the town of Essex, and of the plan of a proposed bridge over the Valley Branch of the New York, New Haven & Hartford Railroad Company, said company having filed with us the approval by the selectmen of said town of the location and the grade thereof of said railway in the highways, we did designate, order and direct that the construction of said railway should be in accordance with the petition of said company, dated August 21, 1907.

We also designated and determined the length, width, material, plan and height of a bridge proposed to be constructed by said company over the right of way of the said steam railroad, as required by Section 3711 of the General Statutes.

CERTIFICATES OF APPROVAL ISSUED.

CONNECTICUT RAILWAY & LIGHTING COMPANY.

From Oakville to a Point South of Terminus of Tracks in Waterdown.

On February 16, 1907, the extension of the Connecticut Railway and Lighting Company's tracks from Oakville, in the

town of Waterbury, to a point about twelve hundred feet south of the terminus of the tracks of said company in the town of Watertown, was examined and found in a suitable and safe condition for operation, and a certificate issued to that effect.

New Track through Robbins Street, City of Waterbury.

On December 13, 1907, that section of the Middlebury extension, so-called, of the Connecticut Railway and Lighting Company's line, in the City of Waterbury, at present leased to the New York, New Haven and Hartford Railroad Company, a distance of about twenty-six hundred and fifty (2650) feet, and branching off of the Oakville-Watertown road, so-called, at the foot of Robbins Street, crossing the Watertown road and following the line of Robbins Street as far as Benham Street, was examined, and a certificate issued that same was in a suitable and safe condition for operation.

DANBURY & BETHEL STREET RAILWAY COMPANY.

City of Danbury.

On April 30, 1907, we issued a certificate to the effect that we had examined and found in a suitable condition for operation a single track extension made by the Danbury & Bethel Street Railway Company in the City of Danbury, through Franklin, Hoyt and Davis Streets to Tomlinson Avenue; also through West Wooster Street and private property to William Street and through William Street to West Street, there connecting with the present track of the company; also a double track extending westerly from a point on West Wooster Street from a switch on said street to the City line at Fry's corner; and a double track in the Town of Danbury extending from the division line between said city and said town, on the highway leading from West Wooster Street to Park Avenue; thence through Park Avenue to private land; thence southwesterly through private land to Backus Avenue; thence through Backus Avenue to a point about eight hundred feet easterly of the "Old Lake Road"; also a double track extending from a point on Main Street, near City hall, westerly on West Street to William Street.

CONSOLIDATED RAILWAY COMPANY.

On Main Street, through Montowese Street and Private Right of Way to Stony Creek.

On May 27, 1907, after examination and finding that same was in suitable condition for operation, we issued a certificate of approval of an extension of the Consolidated Railway Company's track in the Town of Branford on Main Street, thence through Montowese Street to private right of way, along and through private right of way, highways and Pine Orchard to Stony Creek.

NEW YORK, NEW HAVEN & HARTFORD R. R. Co.

From Retreat Avenue through Washington Street and New Britain Avenue, Hartford.

On October 15, 1907, we issued a certificate approving of the condition of an additional street railway track of the New York, New Haven & Hartford Railroad Company from the junction of its previous existing tracks at the corner of Retreat Avenue and Washington Street, in the city of Hartford, through Washington Street and New Britain Avenue to a point just west of the entrance to the institution known as the Tuberculosis Hospital, as well as the reconstructed track previously laid between the same points.

New Track on Trinity Street, Hartford.

On December 3, 1907, we certified as to the safe condition for operation of the new double track street railway construction of the New York, New Haven & Hartford Railroad Company's line on Trinity Street in the city of Hartford from a point near Capitol Avenue to the Memorial Arch.

New Double Track across New Stone Arch Bridge between City of Hartford and Town of East Hartford.

On December 7, 1907, after examination of the new double track construction of the street railway line of the New York, New Haven and Hartford Railroad Company, on and across the new stone arch bridge spanning the Connecticut River, between the City of Hartford and the Town of East Hartford,

we issued our certificate that same was in a suitable and safe condition for the transportation of passengers.

*New Single Track through Asylum Avenue and Steele Road,
West Hartford.*

On December 3, 1907, we certified as to the suitable and safe condition of an extension of the street railway line of the New York, New Haven & Hartford Railroad Company from the terminus of said company's old track on Asylum Avenue near the Golf Club in the town of West Hartford through said avenue and Steele Road, so-called, a distance of about thirty-eight hundred feet.

*Additional Track from a Point in Newington to Bridge across
N. Y., N. H. & H. R. R. Co.'s Tracks.*

On December 2, 1907, after examination, we approved of the new track construction of the New Britain Division of the street railway system, formerly operated by The Connecticut Railway and Lighting Company, but now leased and operated by the New York, New Haven and Hartford Railroad Company, said construction being a continuation westerly of the double track in the town of Newington for a distance of about twenty-three hundred (2300) feet to a point about one hundred feet easterly of the bridge crossing the steam railroad tracks of the New York, New Haven and Hartford Railroad Company, and issued a certificate that same was in a suitable and safe condition for operation.

PUTNAM.

Through Grove and South Main Streets to Front Street.

On June 25th, we issued a certificate of approval of the condition of an extension of the Consolidated Railway Company's tracks in the City of Putnam, through Grove Street and South Main Street to Front Street, there connecting with tracks previously located on Front Street.

NAUGATUCK VALLEY ELECTRIC RAILWAY COMPANY.

From Seymour to Naugatuck.

On July 5, 1907, we issued a certificate to the effect that the extension of The Naugatuck Valley Electric Railway Company

northerly from the terminus of the Connecticut Railway and Lighting Company's line in the town of Seymour, through said town to the towns of Beacon Falls and Naugatuck to the junction of the terminus of said Connecticut Railway and Lighting Company's line in the town of Naugatuck, a distance of 7.81 miles, was in a suitable and safe condition for the transportation of passengers.

APPEALS.

CONNECTICUT RAILWAY AND LIGHTING CO.

Appeal from Denial of Town of Cheshire.

On September 20, 1906, The Connecticut Railway and Lighting Company presented to us its petition appealing from a decision or denial of the selectmen of Cheshire in the matter of approval of said company's plan submitted for the extension of the so-called Ivesville turnout and for the proposed double tracking of its line from a point about four hundred (400) feet southerly of Cornwall Avenue to connect with the turnout at what is known as the Waverly Inn, claiming that said denial was unreasonable, unnecessary, unjust, beyond the power of the selectmen and in contravention of the rights secured to said company by its charter and by the general laws of the state, and of the public interest and necessity.

The company filed its appeal within the thirty days required by law, but the matter, by request, was not heard until September 19, 1907, when the parties appeared and were fully heard. On October 1, 1907, we issued the following finding:

"This matter is an appeal of the Connecticut Railway and Lighting Company from the denial of the selectmen of Cheshire to approve said company's plan for the location in the highway, in said town, of its proposed double tracks for a distance of about four hundred (400) feet. By resolution of the General Assembly in 1901, the Cheshire Street Railway Company obtained a franchise to place its tracks (not more than two) in the street in question; also to construct tracks for its turnouts, switches, etc. The Connecticut Railway and Lighting Company, at the time the appeal was brought, was the operating company and presumably was in possession of all the franchise rights of the Cheshire Street Railway Company. The franchise rights the

company had exercised by submitting its plans showing two tracks in part and one track in part in the streets in Cheshire. These plans had been approved as to location and grade by the selectmen of Cheshire and the road constructed in accordance with said plans. It is now desired to lay an additional track for a distance of about four hundred (400) feet in order to connect two turnouts and to locate the new track and relocate the old track in the center of the street. We do not find that the franchise power to build its additional track or to present plans for a relocation has been exhausted, but we do believe that a part at least of the plans for construction and location come within the provisions of Section 3824 of the General Statutes as amended by Chapter 219 of the Public Acts of 1907, "Provided that orders concerning relocation, removal and changes in grade shall be made only for the purpose of public improvement."

"The plans submitted by the railway company show a double track system of railway in the street in the center of Cheshire where the highway is narrow, with embankments on both sides of same, leaving only about nine (9) feet from the rail to such embankments, trees and other obstructions. Such a plan of construction would, of necessity, curtail the usefulness of the street for the purposes of other travel and use."

"It is true that the construction of the street railway as planned would obviate some delays which have taken place in the operation of its cars and would be of some advantage in the operation of the street railway, but we do not find that the plan submitted shows a public improvement."

"We therefore find that the selectmen of Cheshire, who are the guardians of the public interest in the streets of that town, exercised with judgment their power in refusing to approve the plan presented to them by the street railway company, and we affirm their denial of such plan, and deem it equitable to dismiss this appeal."

CONSOLIDATED RAILWAY CO.

Appeal from Denial of City of Norwich.

On January 29, 1907, the Consolidated Railway Company presented to us its petition and appeal from the denial of the Mayor and Common Council of the City of Norwich relative to the location of said railway company's tracks in said city. The grounds of appeal in this case were that on November 5, 1906, said railway company presented to said city

its application for the approval of plans submitted for an additional track from Franklin Square through Main and North Main Streets and Central and Boswell Avenues; that at various times thereafter and within sixty days, as required by statute, said city proceeded to a hearing of all persons interested in said plans, but refused and neglected within sixty days to notify said company of their decision thereon, and of such modifications, if any, made by them, and refused and neglected within said period of sixty days to approve and accept said plans as presented by said company, or to make such modifications in said plans as to them seemed proper. The matter was assigned for hearing on February 6, 1907, but was adjourned to February 13th, when said city and said railway company filed with us a memorandum of agreement as follows:

"At the Marguerite, so-called, the city is to establish the westerly street line of North Main Street as shown on the map filed by the Consolidated Railway Company with the Railroad Commissioners."

"From a point 150 feet north of the North Street line of Park Street to a point 725 feet north of said line the railroad company is to grade back the highway on the west side at the level of the present roadway to a curb line to be established by the city at a distance of five feet from the aforesaid westerly street line, and said company is to reset existing curb to that line; also relay existing sidewalk and rebuild existing bank wall."

"At the intersection of North Main Street and the southerly end of Central Avenue the existing easterly retaining wall to be rebuilt or extended easterly so as to widen the roadway of Central Avenue two and one-half feet at the southerly end of the wall tapering out to nothing in a distance of 140 feet."

"On North Main Street from Central Avenue to Boswell Avenue and thence along Boswell Avenue to the city line, the center line of double track on tangents to be seventeen and one-half feet from the westerly side line of the highway as shown on the map, and the railway company to excavate at the level of the track to a line five feet from the street line."

On consideration we approved of the location of said proposed railway as to grade and center line of said highways as delineated and shown on blue-prints on file in this office, and the agreement above referred to was made a part of our finding.

The city also having raised the question of compensation by the street railway "by reason of possible damage to gas and water pipes laid in the highways through which said additional tracks were proposed to be laid, by reason of escape of electric currents," we deemed it equitable, finding, as claimed by said city, that "the city of Norwich, under its charter, owns certain iron water pipes laid in the streets in which the location approved in this order is made, extending from the terminus of said location at Franklin Square to the terminus at the city line, and is using said pipes to distribute water for municipal purposes, and for the domestic use of the inhabitants of said city."

"And under the law of said state said city also owns in said streets, extending from one of said termini to the other, certain iron pipes which said city is using for the purpose of distributing gas for furnishing light for municipal use and for the use of its inhabitants. Said pipes are in close proximity to the location of said railway as herein approved." And we did order as a modification of the plan submitted to us in this proceeding that the petitioner, "The Consolidated Railway Company, compensate said the City of Norwich for any and all damage that may arise to any of said pipes or any pipes of said city that may hereafter lawfully be placed in said streets or any of them between said termini for any of said purposes by reason of electricity that may be generated or used by said Consolidated Railway Company for the purpose of operating its street railway in said city; said loss, cost and damage to be determined by the judgment of a court of competent jurisdiction."

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

*Appeal from Denial of the Selectmen of the Towns of Darien
and Stamford.*

On June 3 and 5, 1907, the New York, New Haven and Hartford Railroad Company presented to us its appeal from a denial of the Selectmen of the towns of Darien and

Stamford relative to the location of the street railway tracks of said company. This appeal was brought by reason of failure of the Selectmen of said towns to take action on the application of said company for the approval of its plans presented for the laying of tracks in and through Main street and across the bridge over Noroton River, the center of which bridge is the dividing line between said towns.

The petition was carefully considered, and on July 1, 1907, we issued a finding as follows:

Said company petitioned for our approval of the location of its tracks upon the south side of the existing stone arch bridge carrying Main Street over the Noroton River in said towns, the roadway over said bridge being twenty-six (26) feet wide. Such a location as that proposed would leave only a clear passage for public travel outside of the cars of said company of about fourteen (14) feet, which, in view of the large amount of travel upon said street, and the peculiar location of said bridge, we thought would be inadequate for the proper and safe accommodation of so large a volume of travel. We therefore decided that public convenience and safety required that the proposed plan should be so modified and changed as to leave the roadway of the present bridge practically unobstructed for public travel, and that said track should be located within the limits of the highway south of and adjoining the present bridge, and adjourned said hearing until June 19, 1907, at 11.00 o'clock a. m., for the preparation and presentation of such plans.

And on the 19th day of June, 1907, we again met, when said parties appeared, and said company presented a modified plan proposing to construct a wooden pile bridge south of and adjoining the present bridge for the purpose of carrying its track over said Noroton River, and said parties were fully heard thereon.

On consideration, we were of the opinion that the character or kind of construction of a street railway should correspond with the general character of the structures upon the highway along or over which it passes. If the highway bridge over the Noroton River was a wooden structure then a wooden extension might be suitable and proper, but in the case in question we were of the opinion that a wooden extension of a stone arch bridge is neither suitable, safe, nor durable for the purpose intended.

We therefore deemed it equitable and therefore required the said New York, New Haven and Hartford Railroad Company, at its own expense, to extend the present stone arch southerly fifteen (15) feet, similar in design to the present structure, to be composed of cement concrete, as shown on a plan on file in this office marked: "Consolidated Railway Company, Stamford Division, proposed widening of arch over Noroton River, Scale 1" = 10'. June 15, 1907," and when so constructed its track should be located thereon as shown on said plan.

Appeal from Order of City of Waterbury Relative to Location of Tracks on North Willow Street.

On June 26, 1907, the New York, New Haven & Hartford Railroad Company presented to us its petition appealing from an order of the Mayor and Board of Aldermen of the City of Waterbury relative to the location of said company's proposed double track street railway in and upon North Willow Street, and through Johnson Street to Ridgewood Street in said city, claiming that the City of Waterbury purported to accept the plans presented for approval, but made certain modifications therein which the railroad company claimed were illegal, inequitable, unjust, and beyond the power and without the jurisdiction of said Mayor and Board of Aldermen of said city to impose.

The modifications referred to were as follows:

(a) "2. That all rails used shall be 'full groove' and not less than seven inches in depth.

(b) "3. That the whole width of the roadway occupied by the tracks, including two feet outside of the outer rails and the space between the tracks . . . shall be supported throughout on Portland cement concrete foundation, extending to a depth of not less than two inches below the bottom of the ties. The ties themselves shall have at least two inches of Portland cement concrete foundation for a support under their whole length and width. The concrete shall be composed of trap rock in the proportion of one part of cement, three parts of sand and six parts of broken stone, having no pieces larger than 1½ inches in their longest diameter.

(c) "4. The work of double tracking shall be completed on or before July 1, 1907."

The company in its appeal set forth its reasons therefor as follows:

(a) "Appeal is taken from that portion of said order marked (a) above, because the designation of the kind and quality of track to be used is wholly without the jurisdiction of said Mayor and Board of Aldermen, and within the exclusive jurisdiction and direction of your Honorable Board, and, therefore, in derogation of the statutory provisions relating to such matters, and because such order is unjust, unreasonable and illegal."

(b) "Appeal is taken from that portion of said order marked (b) above, because the designation of the method of laying track and the making of orders necessary to the exercise of such power and direction are wholly without the jurisdiction of said Mayor and Board of Aldermen, and within the exclusive jurisdiction and direction of your Honorable Board, and, therefore, in derogation of the statutory provisions relating to such matters, and because such order is unjust, unreasonable and illegal."

(c) "Appeal is taken from that portion of said order marked (c) above, because the time limited therein is inadequate and insufficient, and said order is unjust, unreasonable and illegal."

The matter was assigned for hearing on July 2, 1907, but by agreement of parties was postponed until the 17th of the same month, when the parties appeared and were fully heard. On July 22, 1907, we issued our finding as follows:

"Conditions two (2) and three (3) imposed by the City of Waterbury are matters which the state laws direct shall be considered and passed upon by this Board on the application of said company for approval of construction of such additional tracks and is not properly before the Board at this time."

"Condition four (4), providing that the work shall be completed before July 1, 1907, was agreed by the City of Waterbury to be immaterial and inequitable, and we so find."

"We, therefore, deem it equitable and do find, order and direct that the petitioner, the New York, New Haven & Hartford Railroad Company, may construct a double track electric railway in and upon North Willow Street in the City of Waterbury from Johnson Street to Ridgewood Street, as is asked for in its petition and application and marked 'Exhibit A,' and that said construction shall be according to plans on file in this office and marked: "The Consolidated Railway Company,

Lessee of Connecticut Railway and Lighting Company. Plan for double tracking North Willow Street and Roseland Avenue, Waterbury District, February, 1907. Scale 1"=40'." No. 1 and No. 2 showing the highway through which said company proposes to lay its tracks, the location of same as to grade and the center line of said highway, and such changes as are proposed therein, subject to the conditions imposed by said City of Waterbury, except conditions two (2), three (3) and four (4)."

Appeal from Order of City of Waterbury Relative to Location of Tracks on Thomaston Avenue.

On the 14th day of November, 1907, the New York, New Haven & Hartford Railroad Company presented to us its appeal from an order of the Mayor and Board of Aldermen of the City of Waterbury relative to the location of electric street railway tracks of said company in and through a portion of Thomaston Avenue in said city. The company claimed that the City of Waterbury purported to accept the plans presented by it, but made certain modifications therein which said company claimed were illegal, inequitable, unreasonable, and beyond the powers and without the jurisdiction of said Mayor and Board of Aldermen to impose and did not constitute legitimate modifications of said plans. The approval, as issued by the city, was as follows:

1. "That the location of the track from its present location at Sheffield Street, northerly to a point about three hundred feet north of Sprague Street shall be in the center of Thomaston Avenue as proposed to be laid out, which location is substantially as shown on the petitioner's map."

2. "That the location of the track turning westerly from the street and entering upon a private right of way shall be substantially as shown on the petitioner's map."

3. "That all of the proposed tracks within the limits of Thomaston Avenue shall be laid to grades to be given by the City Engineer, which grade shall be substantially the proposed center grade of the said avenue."

4. "That the petitioner shall restore the macadam pavement, bringing it to the new grade of the street. The width of the macadamized roadway, including the track, shall be 32 feet.

The petitioner shall do the grading incidental to such macadamizing and shall do all the necessary grading and cobbling incidental to the provision of three feet cobble gutters outside of and adjoining the macadamized roadway."

5. "The petitioners shall provide drains and inlets to take care of the gutter water where the track turns westerly and enters upon private right of way, such inlets and drains to be arranged to the satisfaction of the Board of Commissioners of Public Works."

6. "That all poles to be erected and used for the support of wires shall be of wood, of neat design, and subject to the approval of the Board of Commissioners of Public Works."

7. "That the petitioner shall not operate its cars over that portion of the track turning westerly from the center line of Thomaston Avenue and crossing the westerly half of said avenue at a speed greater than six miles per hour and shall, at its own expense, maintain an electric light so situated as to properly light that portion of Thomaston Avenue."

8. "That whenever the City of Waterbury shall decide to pave the portion of Thomaston Avenue covered by this petition, with a permanent pavement to be kept swept and cleaned, the petitioner shall lay all the track included in this petition with grooved rail of a section to be approved by the Board of Commissioners of Public Works."

The railroad company appealed from specific portions of the order of said city, and set forth the reasons of appeal from each of said portions as follows:

a. "Appeal is taken from that portion of said order marked *A* above, because said order is inequitable, unjust and unreasonable and in that it requires your petitioner to re-grade that portion of Thomaston Avenue above described for its entire width and pave the same with macadam pavement and to grade and cobble 3-foot gutters outside of and adjoining the required macadamized roadway where there are at present no gutters."

b. "Appeal is taken from that portion of said order marked *B* above, because the designation of the kind, quality and finish of the poles to be erected and used for the support of wires is without the jurisdiction of said Mayor and Board of

Aldermen and Board of Commissioners of Public Works of said city, and within the exclusive jurisdiction and direction of your Honorable Board, and said order is therefore in derogation of the statutory provisions relating to such matters."

c. "Appeal is taken from that portion of said order marked *C* above, because said order is unjust, inequitable and unreasonable, and purports to require said company to light said highway and thereby assume an obligation imposed on said city by law."

d. "Appeal is taken from that portion of said order marked *D* above, because the designation of the kind and quality of track to be used and the method of construction or reconstruction of said railway is without the jurisdiction of said Mayor and Board of Aldermen and Board of Commissioners of Public Works of said city, and within the exclusive jurisdiction and direction of your Honorable Board, and said order is therefore in derogation of the statutory provisions relating to such matters."

The petition was assigned to be heard at our office November 25, 1907, but by agreement between the railroad company and the City of Waterbury, the matter has been indefinitely postponed, pending, as we understand, negotiations looking towards an amicable settlement.

THE STAFFORD SPRINGS STREET RAILWAY COMPANY.

Appeal from Order of City of Rockville.

On October 18, 1906, the Stafford Springs Street Railway Company presented to us its petition and appeal from an order of the Mayor and Common Council of the City of Rockville, in the matter of said company's application for a layout in said city. Said city accepted the plans presented by the railway company, but made certain modifications therein, from which the railway company appealed. The conditions imposed by said city were as follows:

(a) "The said railway shall be on the single track system."

(b) "The location of all poles, wires, switches, cross-overs and fixtures in said street shall be changed at any time by the

company to such reasonable places as such Mayor and Common Council may determine, on sixty days notice from them in writing."

(c) "All overhead trolley wires in said streets shall be at least twenty feet above the surface of the street."

(d) "All trolley poles used in and upon said streets shall be straight sawed poles, at least nine inches square at top of ground with corners chamfered off back one inch on each face."

Under the head "Damages," that,

(e) "The company shall pay all damages to private property caused by any change of grade of the streets or any of them, or otherwise caused, all because of the construction or maintaining of said railroad in said streets, but permission is not given to change any of such grades; such company shall save the city harmless from any such damage and shall save the city harmless from all loss or damage, including that occasioned by electric currents to underground pipes, which the city might suffer, especially by reason of the operation of the railway in any of the streets; and in case it shall become necessary or proper to molest or move any gas, water, or other pipes, or to alter any bridge or culvert in said streets (although permission is not hereby given to do so) the same shall be replaced and put in good condition to the satisfaction of the City Government."

Under the head, "Pavement and its Repair," that,

(f) "And the pavement or material for that part of such highways, which it is the duty of said company to keep in repair, is hereby required (except as herein stipulated in Item A to Item G, inclusive) to be of good and suitable macadam, to be put in by the company when the tracks are laid, and always maintained by said company of suitable material and laid and maintained in a good and substantial manner at the expense of the company."

Under the head, "No Reasonable Hindrance: Due Diligence, etc.," that,

(g) "The company shall, before any work is commenced on said railway in the city, give a good and sufficient bond with surety to the city in the penal sum of Ten Thousand Dollars (\$10,000) conditioned that it will save the city harmless from all loss and damage on account of the construction of said railway in said city, the bond to be to the satisfaction of the Mayor and Common Council as aforesaid."

Under the head, "Time Limit," that,

(h) "All work and the road within the limits of said streets of the City of Rockville shall be completed on or before September 15, 1907; otherwise this order and resolution shall thereupon end and terminate and be of no further effect."

Under the head, "Acceptance of Modification," that,

(i) "The company shall, before it commences construction work in said streets, deliver to the Mayor of Rockville, a written acceptance of this permit as modified by the foregoing limitation, conditions and requirements."

The appeal was heard on the 16th day of January, 1907, and on March 7, 1907, we found that it was equitable and ordered and directed that the railway company might lay its single track with switches and turnouts on the streets within the City of Rockville according to plans filed in this office, subject to the conditions imposed by the Mayor and Court of Common Council of said city, except as modified as follows:

"Condition (a) is immaterial because the plans submitted to the city called for only a single track system.

" (b) is a question of relocation, which is provided for by statute, and we do not deem the condition imposed equitable.

" (c) we deem it equitable that said condition shall read 'all overhead trolley wires in said streets shall be at least eighteen feet above the surface of the street, and not twenty feet, as prescribed by the Mayor and Court of Common Council of the City of Rockville.

" (d) is a matter for this Board to pass upon in its approval of the method of construction.

" (e) we deem equitable when modified, and we do order and direct that it be modified as follows: After the word 'streets' insert: 'said loss, cost and damage be determined by the judgment of a court of competent jurisdiction.

" (f) we deem equitable.

" (g) we deem equitable.

" (h) we deem equitable to modify to read 'All work within the limits of said streets of the

City of Rockville shall be performed and completed with due diligence on the part of The Stafford Springs Street Railway Company.'

"Condition (i) we deem an inequitable requirement, believing that in the Central Railway and Electric Company's appeal (67th Conn.) the courts have so decided."

We, therefore, deemed it equitable and did find, order and direct that the petitioner might lay its single track with switches and turnouts on the street within the City of Rockville according to plans on file in this office, subject, however, to the conditions imposed by the Mayor and Common Council of the City of Rockville, except as such conditions were modified by us.

OPERATION OF STREET RAILWAY LINES TO ACCOMMODATE PUBLIC.

Petition of Town of Suffield Asking that Hartford & Springfield Street Railway Company Be Required to Provide Better Service.

On October 1, 1907, the Town of Suffield, by its Selectmen, presented a petition, under Chapter 225 passed at the Legislature of January, 1907, which act conferred upon the railroad commissioners the power to make orders relative to the operation of street railways. The town in its petition claimed that the Hartford & Springfield Street Railway Company did not run its cars at intervals sufficient to accommodate the public and neglected to make proper connections with the railway of another company. The statute referred to reads as follows:

"Section 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers and delivering passengers to other street railways connecting with such railway.

"Sec. 2. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in

writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

“Sec. 3. This act shall take effect from its passage.”

The petition was assigned for hearing November 13, 1907, but postponed to November 25, 1907, when the petitioners and the railway company appeared and were fully and finally heard.

The petition was very carefully considered, after presentation by the railway company of statistics showing the results of operation of its road during certain months in the year, and testimony offered by the attorney representing the Town of Suffield, and other parties, residents of Suffield and Windsor Locks. On December 7, 1907, we issued our finding as follows:

“At said hearing a large number of the prominent citizens of the Towns of Suffield and Windsor Locks appeared and were heard concerning the unsatisfactory character of the service of the Hartford & Springfield Street Railway Company in occasionally failing to make proper connections with connecting lines and in furnishing continuous passage between the Cities of Hartford and Springfield; also as to the public need of a half hour service to correspond with a similar service rendered by the lines with which it connects at Windsor and Suffield, claiming that an hourly service from October first to April first would not furnish reasonable accommodations for the public travel to and from the Town of Suffield during that portion of the year. The officers of the company admitted that the service was not satisfactory to them, owing to their inability here-

tofore to make proper arrangements for the interchange of traffic with the officials of the connecting lines, but that negotiations to that end were now in progress which they predicted would result in a more uniform and satisfactory service than had been possible heretofore under the conditions then existing, and asking the public to give them an opportunity to prove the accuracy of this prediction. The company also claimed that the amount of travel over its line into and out of Suffield from October first to April first was not sufficient to pay the cost of a half hour service, and in support of this claim it presented a record of the actual amount of travel over its line originating in the Town of Suffield under a half hour service for a period of twelve days from November 7 to November 18, 1907, inclusive, whereby it was shown that the average number of such passengers per trip was 3.73 for seventy-six trips each week day and sixty-eight trips each Sunday. It also presented other statements showing the total receipts and expenses under an hour and a half hour service during various months in 1904, 1905, and 1906, from which it appeared that the half hour service was not remunerative. It also appeared in evidence that the half hour service of the Suffield Street Railway was maintained at a loss during the winter months. In view of the various facts presented we are of the opinion that it is the duty of all roads to furnish reasonable facilities for the interchange of the traffic of any connecting road; or, what is still better, to furnish continuous passage for the traffic of one road over any connecting road to its destination, and we think the roads so connecting the Cities of Hartford and Springfield should furnish such continuous passage between these cities and not turn a car load of passengers out in the dark and storm at eleven o'clock at night at the connecting point with the Suffield road, there to await the arrival of another car to take the passengers the balance of their journey. We know that the service of the best managed roads is sometimes interrupted and we are glad to believe that such a case as the one brought out in evidence is exceptional. The other question presented in this petition, viz., what constitutes a reasonable service which the public has a right to expect from a public service corporation,

is more difficult to determine. In the opinion of the petitioners and most of the witnesses introduced in support of the petition an hourly service is inadequate for the proper accommodation of the public, but a half hour service would be reasonable and satisfactory. If the desire to gratify the wishes of those who appeared at the hearing was the only consideration that should control our action in this case, then our duty would be easy and agreeable, but if it is our desire to render equal and exact justice to the public on the one hand and the corporation on the other hand, then our duty becomes more difficult and serious. Some well established general principle must guide us in the determination of all such cases as the one here presented. We think it will be generally admitted that the facilities which a common carrier is bound to furnish the public should be proportionate to the amount of traffic handled. Also that the use which the public makes of any service is a sure indication of the extent of the public need of such a service. To a certain extent, the same business principles apply to the operation of a street railway as to all other kinds of business. If the cost of furnishing a service exceeds the income derived therefrom, a receivership is the only ultimate outcome of such operation. We think it is difficult to require a corporation to render a public service for which it does not receive a reasonable and just compensation. It may be the duty of a prosperous corporation to operate an unprofitable branch when the profits of the whole system are sufficient to pay the loss resulting from such operation."

"The evidence conclusively shows that this is not such a case. The Hartford & Springfield Street Railway Company is not a prosperous corporation. Under the most economical management it is barely able to pay operating expenses and fixed charges, and \$500,000 invested in the road has received but one dividend of two per cent. since the construction of the road. In this case the company is willing to furnish semi-hourly service during the six summer months and an hourly service during the six winter months. To force the company to furnish a half hour service during the entire year on its whole line will cost more than it receives; furthermore the amount of

patronage contributed by the Town of Suffield to the half hour trips in November does not indicate any great public need of such a frequent service."

"Now, therefore, we deem it reasonable and equitable, and we do hereby order and direct, the said Hartford & Springfield Street Railway Company to make and perfect such traffic arrangements with its connecting lines as will insure the continuous passage of its traffic between the Cities of Hartford and Springfield, through the Town of Suffield, and in case of its inability to effect such an arrangement to notify us of the fact."

"We also order and direct the said Hartford & Springfield Street Railway Company from the first of April to the first of November in each year to operate its cars between its junction with the Hartford Street Railway, formerly, so-called, in the Town of Windsor, and its junction with the Suffield Street Railway, formerly, so-called, in the Town of Suffield, upon a half hour schedule; and from the first day of November to the first day of April upon a schedule giving at least an hourly service."

"This order to take effect immediately and remain in force until otherwise ordered."

TAKING OF LAND.

NEW HAVEN.

Belonging to Patrick Regan.

On June 7, 1907, The New York, New Haven & Hartford Railroad Company asked for the approval of the taking of land in the town of New Haven, belonging to Patrick Regan, the necessity for such taking being for the purpose of improving its street railway line in the city of New Haven, and of constructing an additional track. After hearing had, we approved, on June 12, 1907, of the taking of such real estate as described in said petition.

On January 18, 1907, upon petition received from the Stafford Springs Street Railway Company, we issued a finding approving of the location of said railway in the town of Tolland

and prescribing the limits within which real estate might be taken for the purposes of said railway.

This approval included a piece of real estate belonging to one William B. Martin, who appealed from our decision, and on July 9, 1907, the said railway company, having adopted a different layout of its railway and the appeal of said Martin having been withdrawn, said company petitioned that our order of January 18, 1907, be annulled so far as it affected the land of said William B. Martin, and on July 22d, we issued our finding to that effect.

NORWICH.

Belonging to John J. and Wm. A. Somers.

On June 7, 1907, The New York, New Haven & Hartford Railroad Company petitioned this board asking for the approval of the taking of real estate in the town of Norwich belonging to John J. and Wm. A. Somers, for the purpose of improving its street railway line within said town and of constructing an additional track.

The petition was heard, and on June 19, 1907, we approved of the taking of the land asked for and as described in said petition.

MIDDLEBURY.

Belonging to Edward E. Stevens.

On October 7, 1907, the New York, New Haven and Hartford Railroad Company as the owner of the property, rights and franchises of the Woodbury and Waterbury Street Railway Company, petitioned for our approval of the taking of a certain parcel of land belonging to Mr. Edward E. Stevens, in the town of Middlebury, claiming that same was necessary for public convenience in the construction of said railway in said town. The petition was assigned for hearing October 22, 1907, but postponed from time to time until October 29, when said parties appeared and were heard.

The attorney for the railway company claimed that the New York, New Haven and Hartford Railroad Company having been merged with the Consolidated Railway Company, which latter company formerly owned the property, rights, and

franchises of the Woodbury and Waterbury Street Railway Company, had the right under Chapter 6 of the charter of the Consolidated Railway Company to take "with the approval of the railroad commissioners, in the manner provided in section 3687 of the General Statutes, real estate."

The attorney for Mr. Stevens claimed that the railroad company's petition was not properly before this board, by reason of the fact, that under the statute to which the attorney of the steam railroad company referred allowing the taking of land, such taking could not be accomplished until the layout of a railroad or railway had been approved by the railroad commissioners, and reasonable notice given to all persons having an interest in real estate to be taken for such purpose.

On November 6, 1907, after careful consideration of the claims made by both parties, we issued the following finding:

"The petitioner asks the Board of Railroad Commissioners to approve the taking of land of Edward E. Stevens, in the town of Middlebury for the construction of its railway. The charter right to build such railway was granted to the Woodbury and Waterbury Street Railway Company, and has been acquired and is now possessed by the New York, New Haven and Hartford Railroad Company. The petition is brought under section 6 of the charter of the Consolidated Railway Company, granted by the General Assembly in 1905, which charter rights are now possessed by the corporation known as the New York, New Haven and Hartford Railroad Company."

"Without entering into the legal problems discussed by the petitioner and the attorney for Mr. Stevens, we believe that the words:

"The corporation whose charter is herein amended shall, for the sake of the convenience of the public, have the right to take, with the approval of the railroad commissioners, in the manner provided in section 3687 of the General Statutes, real estate, including lands . . . leave with the board a discriminating power as to the approval of the taking of land, and that we should not exercise that power without the petitioner first files with us a map showing the location of the proposed line

of railway and proves that for the purpose of constructing its line within its chartered limits, and in the most feasible way, it is necessary to take private lands within defined limits."

"We therefore do not approve the taking of the land asked for in the petition, but the petitioner may file a new petition, or amend its present one, and file maps showing the location of its railway, and a further hearing will be granted."

On November 12, 1907, the New York, New Haven and Hartford Railroad Company therefore brought its further petition, asking that we approve of its layout on private land in said town and on December 27, 1907, we issued our finding to the effect that it having been shown by competent testimony that the proposed location was feasible, suitable and proper, we approved of said layout on said private land as described in said petition.

Thereupon, on December 28, 1907, the New York, New Haven and Hartford Railroad Company petitioned asking this board to approve the taking of the land of Mr. Stevens, described in said original petition, dated October 7th, 1907. This latter petition has been assigned for hearing January 2, 1908.

APPROVAL OF LOCATION AND TAKING OF LAND.

Stafford Springs Street Railway Company in Towns of Stafford, Ellington and Tolland.

On January 2, 1907, the Stafford Springs Street Railway Company presented its application asking that we approve of its proposed location in the towns of Stafford, Ellington and Tolland, and that we prescribe the limits within which real estate should be taken for its said railway. On January 18, 1907, we approved of said layout and of the taking of land belonging to the Middle River Manufacturing Company and the Eastern Connecticut Realty Company in the town of Stafford; that of Louis C. Edwards and Marshall E. Charter in the town of Ellington, and that of William B. Martin and Maria Eaton and Louis and Elizabeth Ott in the town of Tolland, as delineated and shown on blue-prints on file in this office.

THE CONSOLIDATED RAILWAY COMPANY.
BRANFORD.

On December 15, 1906, the Consolidated Railway Company presented a petition asking that our approval dated June 12, 1906, of the layout and method of construction of its extension in the town of Branford be modified so that the railway when constructed might pass over instead of under the highway running easterly from the Swedish cemetery in said town. On January 2, 1907, it appearing that the selectmen of said town had agreed with said railway that said highway should be depressed and carried under the tracks of the proposed street railway instead of at grade, we approved of said agreement and change, so far as it came within our jurisdiction, and also approved of the change in method of construction made necessary thereby.

VESTIBULES.

On February 27, 1907, we issued an order to the Consolidated Railway Company, which company operates the lines formerly known as and operated by the Norwalk Tramway and the Norwalk Street Railway Companies in Norwalk and South Norwalk, to vestibule on or before December 1, 1907, the platforms of all cars used on said lines during the months of December, January, February and March of each year.

FENDERS.

The city of New Haven on November 18, 1907, brought its petition to this board asking that we investigate the subject of fenders now being used in New Haven, and if, in our judgment, changes were desired, to make such order as we might deem necessary. Pursuant to this request on the 10th day of December, 1907, we met in New Haven and gave a hearing, when the corporation counsel of New Haven and many citizens of that city appeared and were heard and the railroad company appeared by its attorney and officers and also submitted testimony of men experienced in street railway operations in other cities. The evidence showed that at this time no particular

fender could be positively recommended for use that would accomplish the purposes desired by the citizens of New Haven, the railroad company and this board. It was shown that after years of experiments no fender had yet been devised which would meet the varying requirements of different climates, streets and local situations. Extensive experiments are now being made with various fenders, and this board will keep itself acquainted with the results of such experiments and at such time (which we hope will be in the near future), as a fender is devised which we can positively endorse, we will make such orders as are necessary to protect the safety of other users of the public highways.

ANNUAL INSPECTION.

The street railways were examined by this board during the months of May and June last, and were generally found in good condition.

MILEAGE OF STREET RAILWAYS.

The mileage of the street railways is reported as follows: Length of road owned, first main track, 637.365 miles; length of second main track owned, 129.192 miles; total length of main tracks owned, 766.557 miles; length of sidings and turnouts owned, 33.424 miles; total computed as single track owned, 799.981 miles.

CAPITAL STOCK.

The capital stock outstanding of the twelve street railway companies, not including that owned by the N. Y., N. H. & H. Railroad Company, is \$21,340,400.00, representing 370.218 miles of main line owned, amounting to \$57,642.79 per mile of single main track owned. It will be observed that \$17,120,100.00 of this stock represents 202.222 miles of the Connecticut Railway and Lighting Company's leased properties, including gas and electric lighting plants. The mileage owned by the N. Y., N. H. & H. Railroad Company, not included in the above statement, is 396.339 miles of main line owned.

BONDS ISSUED.

The total bonded debt of the street railway companies, not including the 396.339 miles owned by the N. Y., N. H. & H. Railroad Company, is \$17,052,078.36, being \$46,158.68 per mile of single track owned. It will be seen that \$13,466,078.36 of the foregoing is the bonded debt of the Connecticut Railway and Lighting Company, and the bonded debt of what was formerly the Consolidated Railway Company is now included in the report of the N. Y., N. H. & H. Railroad Company.

FLOATING INDEBTEDNESS.

The floating indebtedness of nine of the companies, representing 167.201 miles, is \$716,466.69, being \$4,285.06 per mile. The Connecticut Railway and Lighting Company reports no floating debt. The total stock, bonds and floating debt of the companies is \$39,108,945.05, of which sum \$30,586,178.36 is the stock, bonds and floating debt of the Connecticut Railway and Lighting Company, and the balance, \$8,522,766.69, belongs to eleven other companies, having a mileage of 167.996 single main track miles.

CONSTRUCTION AND EQUIPMENT.

The cost of construction and equipment, excluding the lines owned by the New York, New Haven & Hartford Railroad Company is \$40,140,917.78, representing the cost of 370.218 miles of single main track. Of this amount, \$717,397.18 and \$31,878,800.15 represents the cost of the construction and equipment of the Bristol & Plainfield Tramway Company and the Connecticut Railway and Lighting Company, respectively, including gas and electric light properties and representing 12.876 and 202.222 miles of single main track, respectively. The balance, \$7,544,720.45, is the cost of construction and equipment of 155.120 miles of single main track of the remaining lines.

GROSS EARNINGS.

The gross earnings of the companies for the past year were \$6,813,686.14, an increase of \$464,483.83 over the earnings of the previous year. The gross earnings per mile operated

were \$8,738.10, per mile run \$0.2461, and per car hour \$2.313. The largest gross earnings per mile operated were \$8,775.45 by the Consolidated Railway Company, and \$8,138.07 by the Danbury & Bethel Street Railway Company.

OPERATING EXPENSES.

The operating expenses were \$4,521,072.50, an increase of \$725,378.39 over the previous year, and were \$5,797.98 per mile operated, \$0.1633 per mile run, and 1.535 per car hour. The operating expenses were 66.35 per cent. of the gross earnings.

NET EARNINGS.

The net earnings of the year were \$2,292,613.64, a decrease of \$265,988.50 from the net earnings of the previous year. The net earnings per mile operated were \$2,940.12, per mile run, \$0.0828, and per car hour, \$0.778, all less than for the previous year.

DIVIDENDS.

Dividends have been paid, amounting to \$1,003,296.04, by seven of the twelve companies. Of this amount the Bristol & Plainville Tramway Company paid \$15,000.00; the Connecticut Railway and Lighting Company, \$741,640.19; the Consolidated Railway Company, \$200,000.00; the Danbury & Bethel Street Railway Company, \$12,800.00; the Groton & Stonington Street Railway Company, \$15,000.00; the Hartford & Springfield Street Railway Company, \$14,855.85, and the West Shore Railway Company, \$4,000.00

INTEREST.

The amount of interest paid was \$2,146,747.74, compared with \$1,725,615.71 paid the previous year.

TAXES.

The amount of taxes paid state was \$343,266.24, compared with \$295,892.53 paid last year.

MILES RUN.

The total number of miles run was 27,690,113; gross earnings per mile run, \$0.2461; operating expenses, \$0.1633, and

net earnings, \$0.0828. The number of miles run was 1,593,803 more than the previous year, the gross earnings were slightly increased, the operating expenses nearly two cents a mile more and the net earnings about a cent and one-half less.

PASSENGERS CARRIED.

The number of fare passengers carried was 127,701,425, an increase of 6,378,519 over the number transported last year, and compared with 76,687,838 carried by the steam railroads. The number of fare passengers carried per mile of main track operated was 163,769, and the number per mile run 4.64.

EMPLOYEES.

The number of employees was 5,230, an increase of 1,415, averaging about 6.8 per mile operated.

ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 1,439, compared with 756 for the previous year, an increase of nearly 100 per cent. The number of persons killed was 51, compared with 34 for the previous year, an increase of 50 per cent.

The following tabulated statement shows the number of passengers, employees, and other persons, killed and injured on all street railways reporting to us during the year:

List of all Accidents During Year ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	3	367	6	642	9	1009
Employees, ...	5	48	3	43	8	91
Other persons, ...	2	34	32	305	34	339
Total, ...	10	449	41	990	51	1439

Comparative statement of the street railway accidents for the past seven years:

	Killed.	Injured.	Mileage.
1901, ...	15	240	515
1902, ...	15	277	543
1903, ...	19	351	642
1904, ...	23	360	699
1905, ...	28	437	715
1906, ...	34	722	739
1907, ...	51	1,439	766

Arthur T. Gates

Wm O. Seymour

O. R. Tyler

Railroad Commissioners.

HARTFORD, December 31, 1907.

APPENDIX.

APPENDIX.

STATUTE LAWS PASSED AT THE JANUARY, 1907, SESSION OF THE LEGISLATURE OF THE STATE OF CONNECTICUT.

CHAPTER 124.

An Act amending an Act concerning the Operation of Railroads by Electricity.

Section 3697 of the general statutes is hereby amended to read as follows:

Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition.

CHAPTER 125.

An Act concerning Railroad Signals.

No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change.

CHAPTER 224.

An Act concerning Obstruction of View of Railroad Tracks adjoining Grade Crossings.

Section 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners

may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purpose of this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

Sec. 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

CHAPTER 225.

An Act concerning Facilities for Passengers of Street Railway Companies.

Section 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

Sec. 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time

and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

Sec. 3. This act shall take effect from its passage.

Approved, July 27, 1907.

CHAPTER 260.

An Act concerning Change in Location of Highways Crossed by a Railroad.

Section 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city or borough in which said highway is located may bring a petition to the railroad commissioners in the manner prescribed in Sec. 3713 of the general statutes, and after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad commissioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city or borough interested therein, and any street railway company

whose tracks are located in such highway or which has power to lay its tracks therein, as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city or borough.

Sec. 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

Approved, July 31, 1907.

CHAPTER 261.

An Act amending an Act concerning a Petition for Order to Stop Trains.

Section 1. Section 3748 of the general statutes is hereby amended to read as follows:—

When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing, and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect. The superior court may, upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

Sec. 2. This act shall take effect from its passage.

Approved, July 31, 1907.

REPORT OF MR. WM. R. C. CORSON, ELECTRICAL EXPERT, IN
THE MATTER OF ELECTRIFICATION OF NEW YORK
DIVISION OF THE NEW YORK, NEW HAVEN & HARTFORD
RAILROAD COMPANY.

RAILROAD COMMISSIONERS,
STATE OF CONNECTICUT,
HARTFORD, CONNECTICUT.

Gentlemen:—In accordance with your instructions on September 24, 1907, I made an examination of the new electric system which has been installed by the New York, New Haven and Hartford Railroad Company for the operation of its trains between Stamford, Connecticut, and Woodlawn, New York, to ascertain if such system involved features unsafe to the traveling public. I herewith submit my report.

The railroad has adopted and installed what is known as the single phase alternating current system of railway operation. In this system electric current is transmitted by bare suspended conductors to a sliding contact carried by the motor car, and returns from the car by the rails and earth. The use of the alternating current permits of the economic advantage of a high voltage of transmission, which is reduced through static transformers on the motor car to that suitable for operating its motors.

The voltage of transmission adopted by the railroad is eleven thousand, and to provide for the safe and successful operation under this comparatively high tension, a substantial method of support and insulation of the conductors is essential.

Structural steel bridges have been erected at supporting points generally three hundred feet apart. On the upper chord of the bridge are large insulators over which steel suspension cables are carried. The trolley wire for each track is hung from a set of two suspension cables by braces and passes under the bridges. The cables assume the curve of the catenary, and support the trolley wire at a practically constant level. With this construction the weight of the trolley wire between bridges is carried by the cables, and its tension is but that due

to the length of span between its suspending braces, and should the trolley wire be broken or burned apart but a short length could hang pendent above the track. The bridges on which the suspension wires are carried are supported by structural steel towers on concrete foundations. Each tower is connected to earth by a ground wire. The metallic structure is therefore at earth potential so long as these ground connections are maintained in good condition, and no shock could result to a person standing on the ground and in contact with the tower.

At intervals of two miles, anchor bridges of heavier type are erected. To these the suspension cables are anchored by strain insulators and under them the continuity of the trolley wire is broken by a section insulator. The line is thus divided into sections two miles in length, each of which in its support is electrically independent of any other. Current from feeder wires, carried by the bridge towers, is conveyed to a bus-bar on each anchor bridge through an automatic oil circuit breaker. From the bridge bus-bar, current is carried to the trolley wire over each track through a separate automatic circuit breaker. By this arrangement the current on each section of trolley wire is controllable by a circuit breaker at each of its ends, and the current on the bus-bar supplying one end of all the wires terminating at the bridge is controllable by the main bridge circuit breaker. In addition to the automatic feature of the circuit breakers each is also under the control of an attendant in a signal tower located near each anchor bridge.

In case of failure of the insulation of any trolley wire in a section due to a break in its insulators or to its falling into contact with the ground, the resulting abnormal rush of current would cause the circuit breakers through which it was supplied to open, or, if through defect they did not operate, the main bridge circuit breaker would open and the current be cut off from all the wires in that section.

The action of these circuit breakers is relied upon as a protection against the danger resulting from the falling of a trolley wire upon the roof of a car. They will in my opinion form an adequate measure of protection if the metallic covering of the car roof is metallicly connected with the tracks.

Otherwise it is conceivable that the electrical resistance between roof and rail might be such as to limit the current to an amount less than would operate the circuit breakers. I was informed, however, that the covering of passenger coaches was always so connected by the piping, bracing, etc., of the car itself as to form a practical ground connection.

The manual control of these several circuit breakers by the operator in the signal tower permits the cutting out by him of the current over any track on which there may be trouble. He may cut out the current from the entire bridge when necessary, either cutting out also the trolley wires of adjacent sections or allowing them to be energized by current from bridges at their remote ends. The whole arrangement is therefore one which gives both automatic and manual control of each and all wires in the two mile section independent of the operation of other sections.

The electric locomotives are constructed of steel throughout, and are practically fireproof. Each unit locomotive contains in its cab the apparatus for controlling the four motors which drive it, air brake equipment, and heating boiler. A single unit is used for hauling light trains, but for heavier work two or more in "multiple unit" may be connected under a single control.

Current from the trolley wire is collected by a sliding contact carried by a "pantograph" on the top of the car. There is therefore no trolley wheel to catch in the wire supports, and as the contact plate is broad and has neither lateral or longitudinal motion it can only leave contact with the wire in a vertical direction. The pantograph is under a slight tension holding its plate against the wire, and may be instantly raised or lowered by pneumatic apparatus under the control of the operator in the cab.

A pilot controller is located at either end of the cab. It is similar in appearance and operation to that on the ordinary trolley car, and consists of a drum shaft revoluble by means of a handle resembling the throttle lever of a steam locomotive. A reverse lever, which is detachable, interlocks with the operating lever of the controller so that all control circuits must be

dead before the reverse lever is thrown from one position to another, and the main lever cannot be moved when the reverse lever is in the neutral position.

The details of the action of control are not of interest in this report except as they affect the safety of operation. It will be sufficient therefore to state that the pilot controller through the action of a low tension storage battery current actuates pneumatically operated main switches which affect the various combinations of connections necessary to the speed variation. The storage batteries and apparatus for their charging are in duplicate, so failure of one set will not interfere with reliability of control.

On the controller also are placed a series of knobs, by which the motorman may control other operating apparatus than that affecting the speed without leaving his seat. By pushing suitable knob he may raise or lower the pantograph trolley, may drop or raise contacts for third rail system, re-set the main circuit breaker, ring bell or sand the track, from either end of the car. In addition foot pedals also are provided for bell ringing and track sanding.

Air brake apparatus, with duplicate motor driven air compressor, is provided, and independent braking control of the locomotive and of the train is under the hand of the motorman.

The use of the rails as a return path for the electric current caused an interference with the track-operated signals. The difficulty has been overcome by the introduction of impedance coils properly connected with the signal rail and main track. These coils are in place and successfully perform their functions on that portion of the system lying between Portchester and Woodlawn, but their installation had not been completed on the day of my visit on the tracks between Portchester and Stamford.

In brief the foregoing describes those features of the system which influence the safety of its operation.

During my visit I was accompanied by Mr. Gilliam, electrical superintendent of the division, who fully explained each part of the installation and its method of operation. I personally mounted one of the anchor bridges, noted the arrangement

of its conductors, and examined one of its circuit breakers. I saw the devices used in the signal tower by which the current on a section is controlled by the operator. I made a hurried visit to the power house, saw that the switchboard was equipped with the usual indicating and controlling devices, and that the lines were provided with standard lightning protection devices.

I rode on the locomotive of an electric train from the Grand Central Depot to Portchester and had opportunity of seeing the ease of control with which it was operated, and the various appliances actually performing their proper functions.

Such an examination as I made was of course general in character, but was comprehensive. It assured me that construction and appliances had been adequately provided to insure safe operation, although of course I could not assert that all the appliances were free from defect, and had to assume that other similar parts of the system were like the particular examples which I examined. As a result of my investigation I can confidently give as my opinion:

First: That the construction of the overhead work of the system is of unusually substantial character and that the danger of a wire falling is reduced to a minimum.

Second: That should a wire fall into contact with the ground the circuit breaker provisions are ample to automatically cut out the current from it. Further that a wire falling on a car with grounded metallic roof covering would by the same provisions be cut out, and no danger of shock to passengers result.

Third: That care has been taken to thoroughly "ground" the metallic structures which support the conducting wires, and, that while such "ground" connection is maintained in efficient condition there is no danger of shock from the accidental contact of a person with such structure.

Fourth: That the current of operation enters the electric locomotive of the train only. The locomotive is of metal construction uninsulated from ground, and therefore any accidental leakage of current from the overhead system to the locomotive could not raise its potential above that of the rail. No con-

ceivable danger of current leakage from locomotive to passenger coach can therefore exist.

Fifth: That the locomotives are equipped with proper means of control, with air brake outfit in duplicate, and with several separate and distinct methods of cutting off the supply of current from the trolley wire should the necessity arise.

The system on the scale installed by The New York, New Haven, and Hartford Railroad is entirely unique. Much of the apparatus and methods of construction is novel and untried. Doubtless experience gained from actual operation will disclose weak features and defective apparatus, and possibly unthought of hazards may develop, but as a whole I am unable to conceive of any condition of danger to the traveling public which can arise from the electrical features of the system adopted.

My only suggestion as a further safeguard would be that care be taken to see that the metallic roof coverings of the cars are surely "grounded" to the tracks.

Respectfully submitted,

WM. R. C. CORSON.

September 28, 1907.

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Andover, ...	7		2	5						
Ansonia, ...	3	1		2	1					
Avon, ...	8		1	7						
Barkhamsted, ...	5			5						
Beacon Falls, ...	2		2							1
Berlin, ...	9	3	1	5						
Bethel, ...	17		2	15	2			1		
Bloomfield, ...	12			12						
Bolton, ...	5	2		3		1				
Branford, ...	11	5	6					2		
Brookfield, ...	17	1	1	15						1
Bridgeport, ...	32	1	25	6	2			20	1	11
Bristol, ...	18	2	3	13	1	1	1	2		
Burlington, ...	2		1	1						
Canton, ...	16	2		14			2			
Canaan, ...	8		1	7				1	1	1
Canterbury, ...	2			2						
Chaplin, ...	1		1							
Chatham, ...	7	1	2	4			1			
Chester, ...	4			4						
Cheshire, ...	22	3	8	11						
Clinton, ...	6	1	3	2			1			
Colchester, ...	6		1	5						
Columbia, ...	2			2						
Cornwall, ...	17	1		16			1	2	1	1
Coventry, ...	6	1		5						
Cromwell, ...	12	1	2	9						1
Danbury, ...	22	2	4	16	4	2			2	3
Darien, ...	7	2	3	2						
Derby, ...	5	3		2	1					7
Durham, ...	1		1							
East Haven, ...	2	2								
East Hartford, ...	8		1	7						
East Lyme, ...	2		2							
East Windsor, ...	10			10						
Ellington, ...	5		1	4						
Enfield, ...	12	1	1	10				1		3
Essex, ...	6			6						
Fairfield, ...	12	4	8							
Farmington, ...	12		1	11			1			
Franklin, ...	6	1		5						
Granby, ...	4			4						
Greenwich, ...	12	3	9					1		
Griswold, ...	5			5	1					1
Groton, ...	17	4	8	5		2		1		1
Guilford, ...	5	2	1	2			1			
Haddam, ...	7	1		6						
Hampton, ...	9	3		6			1	1		
Hamden, ...	14	3	5	6					4	4
Hartford, ...	50	10	15	25	16	3		6		3
Hebron, ...	7			7						
Huntington, ...	2	1		1						
Totals carried over, ...	499	67	122	310	28	9	9	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Wor. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
..	..	..	..	..	..	..	2	..	..	5	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	..	..	3
..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	15	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	15
..	..	..	12	..	..	..	..	..	..	3	..	..	..	..	..	..	12
..	..	..	..	13	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	6	..	..	..	..	..	2	..	..	..	..	..	..	15
..	..	..	..	..	..	..	..	..	..	13	..	..	..	..	..	..	6
..	..	..	11	..	..	..	..	1	..	..	..	..	..	..	..	..	13
..	..	..	..	7	..	..	..	3	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14
..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
4	..	..	..	..	..	..	..	11	..	..	..	..	..	..	..	..	4
..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2
1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	5
..	..	..	..	16	..	..	..	..	2	3	..	..	..	..	..	..	2
..	..	3	..	..	4	..	..	..	..	..	2	..	..	..	..	..	16
..	4	..	..	1	..	..	..	..	..	11	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	9
..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	16
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	10	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	..	..	8	2	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
..	..	..	..	..	..	..	..	11	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	11
..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	5
..	..	6	..	..	..	..	..	..	..	..	..	5	..	..	2	..	5
..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	5	..	..	1	..	..	..	..	..	6
..	..	6	2	..	..	..	..	..	..	8	9	..	..	..	..	..	6
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	25
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
17	19	25	30	44	4	2	2	42	8	82	21	5	5	....	4	....	310

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over,.....	499	67	122	310	28	9	9	38	9	38
Kent,.....	10	2	...	8	...	...	1	1	1	...
Killingly,.....	9	1	1	7	2	...	...	...	...	2
Lebanon,.....	5	2	...	3	...	...	...	...	...	...
Ledyard,.....	1	1	...	...	...	...	...	...	...	...
Litchfield,.....	16	1	...	15	...	...	...	1	...	2
Lisbon,.....	5	1	2	2	...	...	...	...	...	...
Madison,.....	6	3	3	...	...	...	...	...	...	...
Manchester,.....	13	1	3	9	...	1	...	2	...	...
Mansfield,.....	8	...	...	8	1	...	...	...	...	...
Meriden,.....	28	8	6	14	9	...	...	5	...	...
Middlebury,.....	3	...	1	2	...	...	...	...	...	...
Middlefield,.....	8	1	1	6	...	...	...	...	...	...
Middletown,.....	41	10	5	26	4	1	7	...	...	...
Milford,.....	17	6	8	3	...	...	...	...	...	1
Montville,.....	3	...	...	3	...	...	...	...	...	...
Monroe,.....	10	...	4	6	...	...	...	...	1	1
Morris,.....	4	...	...	4	...	...	...	1	...	...
Naugatuck,.....	6	...	2	4	3	...	...	...	...	...
New Britain,.....	24	2	1	21	14	...	2	...	...	...
New Canaan,.....	4	1	...	3	...	...	...	1	...	...
Newington,.....	9	1	1	7	2	...	1	1	...	2
New Haven,.....	56	39	4	13	4	7	1	7	...	9
New Hartford,.....	11	...	3	8	...	1	...	...	...	...
New London,.....	20	3	5	12	7	...	...	...	...	8
New Milford,.....	24	...	1	23	1	...	1	2	...	...
Newtown,.....	45	2	2	41	...	...	...	2	1	1
Norfolk,.....	8	3	3	2	...	...	...	...	...	...
North Canaan,.....	15	...	1	14	1	...	...	1	1	1
North Haven,.....	7	1	1	5	...	1	1	1	...	1
Norwalk,.....	31	3	12	16	2	...	...	...	3	7
Norwich,.....	17	8	...	9	...	3	2	...	2	2
Old Lyme,.....	6	3	3	...	...	...	...	...	...	...
Old Saybrook,.....	12	3	1	8	1	1	2	...	...	...
Orange,.....	25	4	13	8	...	...	...	1	...	2
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Pomfret,.....	9	3	2	4	...	...	...	...	...	...
Portland,.....	11	1	4	6	...	...	...	...	...	...
Plainfield,.....	23	...	...	23	2	...	6	...	...	2
Plainville,.....	6	1	...	5	1	2	...	...	...	2
Plymouth,.....	9	4	1	4	...	...	...	1	...	...
Prospect,.....	2	1	1	...	...	...	...	...	...	...
Putnam,.....	14	4	5	5	2	...	1	...	...	...
Redding,.....	10	...	2	8	...	...	...	...	...	...
Ridgefield,.....	10	...	...	10	...	...	...	...	...	...
Rocky Hill,.....	3	...	...	3	...	...	...	...	...	...
Roxbury,.....	5	...	...	5	...	...	...	...	...	...
Salisbury,.....	12	1	2	9	...	...	3	...	...	...
Saybrook,.....	3	...	...	3	...	...	...	...	...	...
Seymour,.....	3	2	1	...	...	...	...	...	...	...
Total carried over,.....	1,133	196	227	710	84	26	37	65	18	81

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
	19	25	30	44 8	4	2	2	42	8	82	21	5	5	...	4	...	310
...													7				8
...																	7
...																	3
...							8										15
...										2					7		2
...										6							9
...									8							3	8
...					4						10						14
...										2							2
6																	6
3		17			5		3				1						26
...																	3
...				6					3								3
...																	6
...																	4
...														4			4
...							3			1							4
...										13	8						21
...											3						3
...								8			4						7
...			4								5						13
...																	8
...																	12
...				23													23
...	5			21						10				5			41
...			2														2
...			9	5													14
4																	5
...	16											1					16
...									6								9
...																	8
...		6													2		8
...							8										5
...										5							4
...										4							6
6																	23
...								2		11			12				5
...										3							4
...										4							5
...										1							8
...																	10
...	8																3
10																	5
...		3															9
...														5			3
...																	3
...																	...
39	58	54	54	107	13	16	10	56	31	147	53	11	31	21	6	3	710

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over, ...	1,133	196	227	710	84	26	37	65	18	81
Simsbury, ...	17	1	2	14	...	1	...	...	...	...
Southbury, ...	12	1	6	5	...	...	...	1	...	...
Southington, ...	17	...	...	17	2	...	...	3	1	2
South Windsor, ...	10	...	...	10	...	...	...	...	...	...
Sprague, ...	4	...	...	4	...	...	...	...	...	...
Stafford, ...	11	...	1	10	1	...	2	...	...	2
Stamford, ...	12	3	6	3	...	...	...	2	...	...
Sterling, ...	5	...	...	5	...	...	2	...	...	...
Stonington, ...	14	2	1	11	7	2	...	2	...	2
Stratford, ...	6	1	5	...	...	...	...	2	...	...
Suffield, ...	8	...	2	6	...	...	...	...	...	...
Tolland, ...	1	...	...	1	...	...	...	...	...	...
Torrington, ...	12	1	1	10	3	1	1	...	...	2
Thomaston, ...	3	...	...	3	1	...	...	...	...	1
Thompson, ...	24	4	3	17	...	...	1	1	1	3
Trumbull, ...	6	...	...	6	...	...	...	...	...	1
Vernon, ...	17	...	7	10	...	1	1	...	...	...
Wallingford, ...	20	2	2	16	3	...	...	...	...	...
Washington, ...	13	...	...	13	...	...	...	2	...	1
Waterbury, ...	27	6	9	12	2	1	...	...	...	6
Waterford, ...	7	1	2	4	...	...	...	...	...	...
Watertown, ...	5	...	3	2	...	...	...	...	...	...
Westbrook, ...	4	3	1	...	...	...	...	...	...	...
West Hartford, ...	4	...	1	3	...	...	...	...	...	1
Westport, ...	10	6	4	...	...	...	...	...	...	...
Wethersfield, ...	8	...	...	8	1	...	...	...	...	...
Windsor, ...	12	...	1	11	...	2	1	...	...	...
Windsor Locks, ...	3	...	...	3	1	...	...	...	...	...
Windham, ...	22	2	4	16	3	4	1	...	1	4
Wilton, ...	16	1	...	15	...	...	...	...	...	1
Willington, ...	8	...	...	8	...	...	...	1	...	...
Winchester, ...	13	1	4	8	3	1	...	...	...	...
Total, ...	1,484	231	292	961	111	39	46	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manchester R. R.	Total.
39	58	54	54	107	13	16	10	56	31	147	53	11	31	21	6	3	710
			7					7									14
											4			1			5
								17									17
											10						10
											4						4
									10								10
												3					3
											5						5
												11					11
											6						6
									1								1
							10										10
							3										3
				6						10			7				17
																	6
										10							10
7											9						16
														13			13
						5				7							12
									3						1		4
						2											2
											2	1					3
		8															8
											11						11
												3					3
1									5	10							16
	15																15
									8								8
			7			1											8
47	73	62	68	113	13	37	10	80	58	209	86	22	38	35	7	3	961

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central R. R. and Rockville R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

TABLE I.

1			2		3		4		5		6		7		8		9		10		
NAMES OF ROADS AND BRANCHES.					LOCATION OF ROAD.					LENGTH OF MAIN LINE AND BRANCHES.		DOUBLE TRACK.		THIRD TRACK.		FOURTH TRACK.		SIDINGS.		LENGTH OF ROAD, SINGLE TRACK, MILES.	
[Branches in <i>Italics</i> .]					From		To		Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	
1	Central New England Ry. Co.,	-	1892	1892	Campbell Hall, N. Y.	Silverville, N. Y.	57.60	....	3.60	....	....	....	....	....	30.93	....	....	....	92.13	....	
2	Dutchess County R. R.,	-	1871	1871	Hopewell Jc., N. Y.	Poughkeepsie, N. Y.	109.75	67.25	....	....	....	....	....	....	23.37	18.64	....	....	14.64	55.83	
3	Hartford & Connecticut Western, ¹	1881	1902	1902	Taunville, Ct.	Rhinecliff, N. Y.	14.21	10.01	....	....	....	....	....	....	....	....	....	....	13.12	10.62	
4	Springsfield Branch,	-	1873	1873	Taunville, Ct.	Springsfield, Mass.	58.84	134.17	149.48	71.07	....	....	....	....	11.00	61	....	....	16.15	83.84	
5	Neuborough, Dutchess & Conn.,	-	1895	1895	State Line, N. Y.	Dutchess Jc., N. Y.	213.56	....	....	....	....	....	....	....	167.77	74.56	....	....	580.81	279.80	
6	New England, Main Line, ²	-			Worcester, N. Y.	Funkh Landing, Mass.	1.80	....	....	....	....	....	....	....	11.07	....	....	....	12.87	....	
7	" " " "	-			So. Boston Frt. Br.	Boston, Mass.	1.04	....	....	....	....	....	....	....	....	....	....	....	2.08	....	
8	" " " "	-			Providence, R. I.	Williamam, Ct.	57.76	31.96	....	....	....	....	....	....	23.28	8.40	....	....	82.31	40.36	
9	Worcester Div., <i>Williamam Br.</i>	-			Cook st., Newt'n, Mass.	Woonsocket, R. I.	28.87	....	....	....	....	....	....	....	....	....	....	....	37.21	....	
10	Midland " <i>So. bridge</i>	-			East Thompson, Ct.	Southbridge, Mass.	17.36	5.35	....	....	....	....	....	....	3.39	.51	....	....	20.65	5.86	
11	Shore Line " <i>Springsfield</i>	-			East Hartford, Ct.	B. & A. Jc., Springfield, Mass.	28.31	20.17	....	....	....	....	....	....	7.37	2.94	....	....	35.68	23.11	
12	Highland " <i>Melrose</i>	-			Melrose, Ct.	W. St., Rockville, Ct.	7.22	7.22	....	....	....	....	....	....	....	....	....	....	7.53	7.53	
13	Midland " "	-			Dedham Junc., Mass.	Dedham, Mass.	1.53	....	....	....	....	....	....	....	.69	....	....	....	2.22	....	
14	" " " "	-			Islington, Mass.	Islington, Mass.	2.00	....	....	....	....	....	....	....	.11	....	....	....	2.11	....	
15	New Haven & Northampton,	-	1845	1845	New Haven, Ct.	Shelburne Jc., Ms.	94.64	51.26	....	....	....	....	....	....	51.70	36.31	....	....	146.34	77.57	
16	New Hartford Branch,	-			Farmington, Ct.	New Hartford, Ct.	14.09	14.09	....	....	....	....	....	....	3.75	3.75	....	....	17.84	17.84	
17	Williamsburgh " "	-			Northampton, Ms.	Williamsburgh, Ms.	7.51	....	....	....	....	....	....	....	2.44	....	....	....	9.95	....	
18	Turners Falls " "	-			So. Deerfield, Mass.	Turner's Falls, Ms.	10.07	....	....	....	....	....	....	....	2.69	....	....	....	12.76	....	
19	Holyoke & Westfield " "	-			Westfield, Mass.	Holyoke, Mass.	10.32	....	....	....	....	....	....	....	15.53	....	....	....	25.85	....	
20	New London Northern, ³	1859	1849-81	1849-81	New London, Ct.	Providence, R. I.	121.00	56.10	....	....	....	....	....	....	42.90	25.20	....	....	163.90	81.30	
21	New York New Haven & Hartford, ⁴	1871	1839-70	1839-70	Woodland Jc., N. Y.	Bradleboro, Vt.	173.77	115.79	173.77	115.79	....	....	....	....	174.22	134.84	....	....	633.68	452.58	
22	New Canaan Branch,	-			Stamford, Ct.	New Canaan, Ct.	7.66	7.66	....	....	....	....	....	....	1.02	1.02	....	....	8.68	6.52	
23	Brookfield " "	-			Brookfield Jc., Ct.	Danbury, Ct.	5.36	5.36	....	....	....	....	....	....	1.16	1.16	....	....	6.52	6.52	
24	Danbury " "	-			Danbury, Ct.	South Norwalk, Ct.	23.59	23.59	....	....	....	....	....	....	15.67	15.67	....	....	39.26	39.26	
25	Wilson's Point " "	-			So. Norwalk, Ct.	Wilson's Point, Ct.	3.97	3.97	....	....	....	....	....	....	4.70	4.70	....	....	7.39	7.39	
26	Ridgefield " "	-			Branchville, Ct.	Ridgefield, Ct.	2.69	2.69	....	....	....	....	....	....	59	59	....	....	4.56	4.56	
27	Hartford Division,	-			Cedar Hill Jc., Ct.	Springsfield, Mass.	60.17	53.96	60.17	53.96	....	....	....	....	97.98	89.43	....	....	218.92	197.87	
28	Valley Branch, Hfd. Div.,	-			New Haven, Ct.	Williamam, Ct.	53.20	53.96	53.20	53.96	....	....	....	....	14.08	14.06	....	....	71.55	71.55	
29	Madletown " " "	-			Fenwick, Ct.	Madletown, Ct.	45.20	46.20	....	....	....	....	....	....	10.23	10.93	....	....	56.53	56.53	
30	Suffield " " "	-			Berlin, Ct.	Suffield, Ct.	9.70	9.70	....	....	....	....	....	....	6.82	6.83	....	....	16.53	16.53	
31	Meriden " " "	-			Westfield, Ct.	Suffield, Ct.	4.32	4.32	....	....	....	....	....	....	1.75	1.17	....	....	6.49	6.49	
32	New Britain " " "	-			Waterbury, Ct.	Waterbury, Ct.	26.00	26.00	....	....	....	....	....	....	3.32	5.52	....	....	31.63	31.63	
33	Higald Div.,	-			Berlin, Ct.	New Britain, Ct.	3.18	3.18	....	....	....	....	....	....	9.27	9.27	....	....	15.63	15.63	
34	Rockville Branch,	-			Vernon, Ct.	Rockville, Ct.	4.43	4.43	....	....	....	....	....	....	1.46	1.46	....	....	5.89	5.89	
35	Berkshire Div., Main Line,	-			N. Haven Un. Dep. Ct.	Boisfort, Ct.	24.32	24.32	....	....	....	....	....	....	6.55	6.55	....	....	31.70	31.70	
36	" " " "	-			Boisfort, Ct.	Mass. State Line.	59.81	59.81	....	....	....	....	....	....	16.63	16.63	....	....	76.40	76.40	
37	" " " "	-			Bethel, Ct.	Litchfield, Ct.	15.16	15.16	....	....	....	....	....	....	4.93	4.93	....	....	20.09	20.09	
38	" " " "	-			" " " "	" " " "	38.23	38.23	....	....	....	....	....	....	4.51	4.51	....	....	42.74	42.74	

TABLE I.—CONCLUDED.

Number.	1	2	3	4		5		6		7		8		9		10	
				LOCATION OF ROAD.		L'NGTH OF MAIN LINE AND BRANCHES.	DOUBLE TRACK.	THIRD TRACK.	FOURTH TRACK.	SIDINGS.		LENGTH OF ROAD SINGLE TRACK, MILES.					
Chartered.	Opened for use.	From	To	Total.	In Conn.					Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
[Branches in <i>Italics</i> .]																	
	New York, New Haven & Hartford,			Naugatuk Junc., Ct.	Winsted, Ct.	56.12	56.12	20.82	30.82	...	...	...	...	35.86	35.86	112.80	112.80
	Naugatuck Div., Main Line,			Waterbury, Ct.	Watertown, Ct.	4.41	4.41	...	...	...	...	...	...	.67	.67	5.11	5.11
	Air Line			Turnerville, Ct.	Colchester, Ct.	3.59	3.59	...	...	...	...	...	...	1.03	1.03	4.62	4.62
	Shore Line			Stonington, Ct.	Pontiac, R. I.	4.97	.97	...	...	...	...	...	...	...	...	.97	.97
	Worcester			Auburn, R. I.	Hend. st. Prov., R. I.	4.69	...	1.66	...	...	...	...	...	.39	...	5.08	...
	"			"	Mass. State Line,	3.58	...	...	...	...	...	...	...	1.08	...	6.32	...
	"			"	Providence, R. I.	7.07	...	...	...	...	...	...	...	.83	...	7.90	...
	Midland			"	Douglas Jc., Mass.	27.73	...	...	...	...	...	...	...	6.00	...	33.73	...
	"			"	Harrisville, R. I.	9.45	...	...	...	...	...	...	...	1.22	...	10.67	...
	Harlem River & Portchester			Conn. State Line, Ct.	New Rochelle, N. Y.	11.50	...	1.35	1.35	1.25	...	...	...	76.60	...	102.19	...
	Berkshire			Van D'y'le Jc., Ma.	Pittsfield, Mass.	45.19	...	...	...	...	...	...	...	20.94	...	66.13	...
	Providence & Worcester			Providence, R. I.	Worcester, Mass.	40.90	...	39.88	...	2.15	2.15	...	...	67.07	...	153.15	...
	East Providence			Valley Falls, R. I.	E. Providence, R. I.	7.00	...	6.60	...	...	...	...	...	8.62	...	22.22	...
	Pauline Valley			Pontiac, R. I.	Hope, R. I.	5.67	...	...	...	...	...	...	...	1.45	...	7.12	...
	Old Colony Main Line,			Fort Pt. Channel, Ma.	Newport, R. I.	67.60	...	46.83	...	2.91	2.91	2.87	...	65.19	...	185.40	...
	"			Mayflower Park, Ma.	Somerset Jc., Mass.	36.31	...	21.41	...	2.74	2.74	2.74	...	34.18	...	97.41	...
	"			Middleboro, Mass.	Provincetown, Ma.	85.66	...	19.72	...	...	...	...	...	12.76	...	118.16	...
	"			Raynham, Mass.	Whitenton Jc., Ms.	3.38	...	3.38	...	...	...	...	...	1.18	...	7.94	...
	"			Braintree, Mass.	Kingston, Mass.	32.34	...	11.71	...	...	...	...	...	6.90	...	50.95	...
	"			So. Braintree, Mass.	Plymouth, Mass.	26.04	...	14.15	...	...	...	...	...	8.59	...	43.78	...
	"			Framingham, Mass.	Lowell, Mass.	26.12	...	4.36	...	...	...	...	...	12.73	...	43.21	...
	"			New Bedford, Mass.	Fitchburg, Mass.	91.35	...	56.16	...	.91	.91	...	...	67.10	...	215.42	...
	"			Neponset, Mass.	Matapan, Mass.	3.30	...	1.65	...	.28	.28	...	...	1.45	...	5.33	...
	"			Songh'n Br. Jc., Ms.	Stoughton, Mass.	1.65	...	1.65	...	.52	.52	...	...	.61	...	3.91	...
	"			Harrison Sq., Mass.	Shawm't & Mill'n Jc.	2.39	...	2.39	...	...	...	...	...	1.37	...	7.39	...
	"			Whitman, Mass.	Bridge w'r Ir'n Wks.	6.12	...	...	...	...	...	...	...	...	...	...	...
	"			Elmwood, Mass.	Westdale, Mass.	7.5	...	...	...	...	...	...	...	...	...	...	...
	"			Atlantic, Mass.	Braintree, Mass.	5.41	...	...	...	...	...	...	...	...	...	...	...
	"			Yarmouth, Mass.	Hyannis, Mass.	5.05	...	...	...	...	...	...	...	...	...	...	...
	"			Buzzard's Bay, Mass.	Wood's Holl, Mass.	17.54	...	...	...	...	...	...	...	...	...	...	...
	"			Tremont, Mass.	Fairhaven, Mass.	15.17	...	...	...	...	...	...	...	...	...	...	...
	"			No. Abington, Mass.	Easton, Mass.	7.80	...	...	...	...	...	...	...	...	...	...	...
	"			Matfield, Mass.	Easton, Mass.	7.56	...	...	...	...	...	...	...	...	...	...	...
	P. & M. R. R. Extension,			Middleboro, Mass.	Middb. & T. Jc., Ma.	42	...	...	...	...	...	...	...	...	...	...	...
	Attleboro & Taunton Br.			Attleboro Br. Jct.	Attleboro, Mass.	8.60	...	...	...	...	...	...	...	...	...	...	...
	"			"	Whitenton, Mass.	98	...	...	...	...	...	...	...	...	...	...	...
	"			"	Pratt's Junc., Mass.	5.03	...	...	...	...	...	...	...	...	...	...	...
	"			"	Lancaster Br. Jc., "	1.63	...	...	...	...	...	...	...	...	...	...	...
	"			"	Marlboro Jct., "	1.47	...	...	...	...	...	...	...	...	...	...	...
	"			"	So. Framingham, "	.62	...	...	...	...	...	...	...	...	...	...	...

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Central New England,.....	\$8,550,000.00	.....	.....	.....	.....	.....
2	Hartford & Connecticut Western,.....	3,000,000.00	\$250,000.00	\$1,915,500.00	.....	.....	.....
3	New England,.....	25,000,000.00	.....	.....	.....	.....	.....
4	New Haven & Northampton,.....	5,000,000.00	1,882,000.00	.....	.....	.....	.....
5	New London Northern,.....	2,000,000.00	340,673.33	1,102,660.00	.....	.....	.....
6	New York, New Haven & Hartford,.....	121,878,100.00	.....	.....	.....	.....	.....
7	Norwich & Worcester,.....	3,831,600.00	6,600.00	.....	\$128,900.00	.....	.....
8	Ridgefield & New York,||.....	1,250,000.00	215,400.00	.....	.....	.....	.....
9	South Manchester,.....	40,000.00	40,600.00	.....	.....	.....	.....
	Total,.....	\$170,549,700.00	\$2,734,673.33	\$3,018,160.00	\$128,900.00	.....	.....

|| Projected road.

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	17 Otherwise issued.	18 Total amount issued.	19 Total issued per last report.	20 Issued per mile of road.	21 Amount held in Connecticut.	22 Amount same per last report.	23 Stockholders in Connecticut.	24 Number of same per last report.
1	Central New England,.....	\$8,550,000.00	\$8,550,000.00	\$6,600,000.00	\$52,188.00	\$4,925,800.00	\$5,670,800.00	15	30
2	Hartford & Conn. Western,.....	800,000.00	2,965,500.00	2,714,000.00	23,923.00	802,800.00	798,800.00	457	452
3	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	68,723.00	24,933,700.00	24,923,700.00	7	7
4	New Haven & Northampton,.....	578,000.00	2,460,000.00	2,460,000.00	19,476.00	2,460,000.00	2,460,000.00	1	1
5	New London Northern,.....	53,656.67	1,500,000.00	1,500,000.00	12,397.00	489,700.00	511,700.00	118	124
6	N. Y., New Haven, & Hartford,.....	121,873,100.00	121,878,100.00	83,357,100.00	76,646.00	943,259,500.00	21,288,500.00	3,115	3,043
7	Norwich & Worcester,.....	2,871,100.00	3,006,800.00	3,006,800.00	41,992.00	100,900.00	89,100.00	29	29
8	Ridgefield & New York, <i>f</i>	46,400.00	261,800.00	261,800.00	8,597.69	200,350.00	200,350.00	51	51
9	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$159,780,266.67	\$165,662,000.00	\$128,847,463.38	\$57,084.84	\$77,212,750.00	\$59,438,050.00	3,802	4,044

a This amount shows \$3,453,100.00 of the Boston & New York Air Line R.R. Co. reported last year, which road has since been merged with N. Y., N. H. & H. R. R. Co.

b This total shows 238 stockholders reported by the Boston & New York Air Line R.R. Co. which road has since been merged with N. Y., N. H. & H. R. Co.

c This amount shows \$3,967,983.38 of the Boston & New York Air Line R.R. Co. reported last year, which road has since been merged with N. Y., N. H. & H. R. Co.

d \$32,635,923.80 of this amount is apportioned to steam railroads, and balance, viz., \$69,442,173.20, to other properties.

e This computation is figured on a "total amount issued" of \$36,319,828.80, as \$69,442,173.20 of that shown as issued by the N. Y., N. H. & H. R. R. Co. is apportioned to other than steam railroad properties.

f Projected road.

g Of this amount \$24,640,100.00 was owned by the New England Navigation Co., all of which stock was owned by the N. Y., N. H. & H. R. R. Co.

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and Current Assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Central New England,...	\$16,539,765.21	\$564,342.29	\$1,250,759.50	\$730,652.10	\$485,896.37	\$1,578,219.01	\$21,149,634.48	100,556.88
2	Hartford & Conn. West,	3,497,403.71	.....	.....	209,125.00	829.04	175,040.71	3,882,398.46	28,213.97
3	New England,.....	42,206,065.47	2,416,608.87	.....	.....	886,344.08	.....	45,509,018.42	116,020.85
4	N. H. & Northampton,...	6,377,217.24	750,000.00	38,593.75	.....	692,123.34	884,778.82	8,742,713.15	50,488.61
5	New London Northern,...	2,927,136.45	248,420.44	150,000.00	142,493.02	67,822.70	5,000.00	3,540,872.61	24,191.21
6	N. Y., N. H. & Hartford,	78,378,611.88	32,792,939.81	75,783,531.16	66,313,548.09	88,400,455.20	8,830,207.57	350,499,293.66	114,566.83
7	Norwich & Worcester,...	3,983,816.51	.....	675,000.00	.....	104,923.42	633,727.40	5,397,467.33	55,639.90
8	Ridgfield & New York, ^a	233,810.16	.....	.....	.....	.....	.....	233,810.16	7,678.48
9	South Manchester,.....	93,777.32	32,294.85	.....	.....	.....	2,971.17	129,043.34	41,678.81
	Total,.....	\$154,237,663.90	\$6,804,606.26	\$77,897,884.41	\$67,395,818.21	\$90,638,394.15	\$12,109,944.68	\$439,084,251.61	91,410.55

^a Projected road.

TABLE VI.—EARNINGS.

Number.	RAILROADS.	Gross.			Net.				
		39	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Central New England Ry. Co.,	\$2,153,366.54	\$1,679,449.81	\$8,263.43	\$1.91084	Deficit	\$170,909.01	Deficit	Deficit
2	Hartford & Connecticut Western,	<i>b</i>				\$431,046.92		\$1,654.12	0.38250
3	New England, <i>g</i>								
4	New Haven & Northampton, <i>g</i>								
5	New London Northern, ...	1,083,877.09	1,128,091.23	8,800.62	1.33195	79,480.50	110,715.64	643.57	0.11212
6	N. Y., N. H. & Hartford, ...	55,601,936.32	52,934,322.36	26,989.00	2.30645	17,751,854.61	17,761,735.83	8,616.69	.73637
7	Norwich & Worcester, <i>g</i>								
8	Ridgefield & New York, <i>h</i>					Deficit 38.48	4,211.50	Deficit 17.11	Deficit
9	South Manchester,.....	17,049.80	18,655.13	7,577.68	1.00767				.00227
	Total,.....	\$58,859,229.75	\$55,810,518.53	\$24,058.45	\$2.25956	<i>a</i> \$17,831,335.11 <i>b</i> \$431,085.40	\$18,047,571.98	<i>c</i> \$8,165.77 <i>d</i> \$1,640.10	<i>e</i> .71596 <i>f</i> .37687

a This amount shows net earnings of the New London Northern and New York, New Haven and Hartford R.R. Companies.

b This amount shows deficit of the Central New England Ry. and So. Manchester R.R. Companies.

c This amount shows net earnings per mile operated of the New London Northern and New York, New Haven and Hartford R.R. Companies.

d This amount shows deficit per mile operated of the Central New England Ry. and So. Manchester R.R. Companies.

e These figures show net earnings per mile run of New London Northern and New York, New Haven and Hartford R.R. Companies.

f These figures show deficit per mile run of Central New England Ry. and South Manchester R.R. Companies.

g Included in New York, New Haven and Hartford R. R. Co.

h Projected road.

i Included in Central New England Ry. Co.

TABLE VII.

Number.	RAILROADS.	DIVIDENDS.					51 Paid for taxes.	52 Paid for interest.	53 Paid for insurance.
		47 Total amount paid.	48 Total per last report.	49 Capital stock on which dividends were paid.	50 Capital stock on which no divi- dends were paid.				
1	Central New England.....	.....	.....	.....	\$8,550,000.00	\$23,114.37	\$62,500.00	\$3,136.39	
2	Hartford & Conn. West'n, ...	\$56,798.00	\$54,280.00	\$2,965,500.00	.....	23,493.95	31,500.00	.....	
3	New England.....	150,000.00	150,000.00	5,000,000.00	20,000,000.00	.....	775,000.00	.....	
4	New Haven & Northampton.....	98,400.00	98,400.00	2,460,000.00	.....	.....	107,000.00	.....	
5	New London Northern.....	135,000.00	135,000.00	1,500,000.00	.....	48,546.18	68,120.00	.....	4,710.33
6	N. Y., New Haven & Hartford.....	27,469,428.00	6,467,092.00	121,878,100.00	.....	2,956,593.84	4,244,301.24	.....	208,650.23
7	Norwich & Worcester.....	240,000.00	240,000.00	3,000,000.00	6,600.00	.....	48,000.00	.....	.....
8	Ridgefield & New York, ^d.....	.....	.....	.....	261,800.00	.....	.....	.....	.....
9	South Manchester.....	.....	.....	.....	40,000.00	395.98	.....	.....	88.96
	Total.....	\$8,149,626.00	\$7,264,712.00	136,803,600.00	\$28,858,400.00	\$3,052,144.32	\$5,336,421.24		\$216,535.91

a Sept. 30, 1906, 2% on \$3,537,100.00 Dec. 31, 1906, 2% on \$3,534,600.00 \$1,671,692.00

Feb. 29, 1907, 2% on \$1,689,438.00 June 29, 1907, 2% on \$1,671,692.00

b Aug. 1906, 2% on \$2,714,300.00 Feb. 1907, 2% on \$2,955,500.00

c This amount includes \$119,940.00 paid by Boston & New York Air Line R. R. Co. last year, which company is now merged with N. Y., N. H. & H. R. R. Co.

d Projected road.

TABLE VIII. — OPERATING EXPENSES.

Number.	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting transportation.	57 General expenses.	58 Total.	59 Total miles operated. Average.	60 Per mile of road operated.	61 Per mile run.
1	Central New England,.....	\$1,331,850.08	\$211,632.82	\$997,214.01	\$43,716.55	\$2,584,413.46	260.59	\$9,917.55	2.29834
2	Hartford & Connecticut West'n. ^a	.....	.....	.....	.....	.....	.....	.....	.....
3	New England ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern,.....	149,327.39	36,314.10	792,862.40	28,892.70	1,007,396.59	123.50	8,157.05	1.24983
6	N. Y., New Haven & Hartford,.....	5,479,089.15	5,638,784.42	25,286,306.05	1,445,902.09	37,850,081.71	2,060.17	18,372.31	1.57008
7	Norwich & Worcester, ^b.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, ^c.....	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	4,676.56	2,494.35	9,654.78	262.59	17,088.28	2.25	7,594.79	1.00994
	Total,.....	\$6,964,943.18	\$5,889,225.69	\$27,086,037.24	1,518,773.93	\$41,458,980.04	2,446.51	16,946.17	1.59158

^a Included in Central New England Ry. Co.^b " " N. Y., N. H. & H. R. R. Co.^c Projected road.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	R'newals of rails.	R'newals of ties.	Repairs and re-n'ewals of bridges and culverts.	Repairs and re-n'ewals of fences, road crossings, signs, and cattle guards.	Repairs and re-n'ewals of b'ldgs and fixtures.	Repairs and re-n'ewals of docks and whar's.	Rep'r's and re-n'ewals of telegraph.	Statin-ery and print'g.	Other ex-penses.	Total.	Per mile oper-ated.	Per mile run.
1	Central New England.....	\$236,283.17	\$17,325.75	\$48,241.13	\$959,501.11	\$12,933.02	\$53,741.80	\$585.36	\$2,178.87	\$559.87		1,331,850.08	\$5,110.90	.118
2	Hartford & Connecticut Western, <i>a</i>													
3	New England, <i>b</i>													
4	New Haven & Northampton, <i>b</i>													
5	New London & Northern,.....	64,396.08	3,360.70	20,370.88	39,303.49	2,666.25	16,231.81	2,605.97	340.13	146.08		149,327.39	1,209.13	.167
6	New York, New Haven & Hartford,.....	2,564,481.40	178,418.42	659,015.30	1,085,759.41	142,138.48	852,730.87	77,547.83	16,233.60	1,774.75	20,988.89	5,479,089.15	2,653.53	.227
7	Norwich & Worcester, <i>b</i>													
8	Ridgefield & New York, <i>c</i>													
9	South Manchester,.....	3,656.07	90.43	464.10	1.55	30.95	339.16				94.00	4,676.56	2,056.25	.276
	Total,.....	\$2,863,816.72	199,595.30	608,091.41	2,084,571.56	157,768.70	932,043.64	80,739.16	18,752.80	2,450.70	21,082.89	6,964,943.18	2,846.89	.267

a Included in Central New England Ry. Co.*b* " " N. Y., N. H. & H. R. R. Co.*c* Projected road.

TABLE X.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	75	76	77	78	79	80	81	82	83	84	85	86
		Superin- tendence.	Repairs and renewals of loco- motives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equip- ment.	Repairs and renewals of shop machinery and tools.	Station- ery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Central New England, ...	\$12,393.27	\$101,867.87	\$23,712.20	\$54,243.98	\$5,640.75		\$7,552.70	\$403.09	\$5,816.96	\$211,632.82	\$812.13	.187
2	Hartford & Conn. Western, <i>a</i>												
3	New England, <i>b</i>												
4	New Haven & Northamp'n, <i>b</i>												
5	New London Northern, ...	5,879.57	11,153.43	3,662.19	10,137.04	391.09		1,011.26	384.36	3,695.03	36,314.10	291.04	.045
6	N. Y., N. H. & Hartford, ...	135,926.45	2,264,160.76	1,139,476.99	1,243,431.78	34,331.37	\$185,481.05	183,900.26	1,861.79	430,300.97	5,638,784.42	2,737.04	.234
7	Norwich & Worcester, <i>b</i>												
8	Ridgfield & New York, <i>c</i>												
9	South Manchester, ...		1,503.35	870.38				30.72			2,494.35	1,103.60	.148
	Total, ...	\$174,199.29	\$2,378,775.41	\$1,107,721.66	\$1,307,862.80	\$40,263.21	\$185,481.05	\$192,555.04	\$2,651.24	\$439,712.99	\$5,839,225.61	\$2,407.30	.226

b Included in report of N. Y., N. H. & H. R. R. Co.*a* Included in report of C. N. E. Ry. Co.*c* Projected Road.

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	96
		Superintendence.	Engine and round-house men.	Fuel for locomotives.	Water supply for locomotives.	Oils, tallow, and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.	Telegraph expenses.
1	Central New England.....	\$22,949.27	\$155,424.73	\$214,215.17	\$9,439.05	\$7,522.28	\$2,141.81	\$115,778.74	\$11,505.47	\$80,349.46	\$27,065.58
2	Hartford & Connecticut Western, ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern,.....	11,833.07	71,391.06	215,355.75	5,215.71	3,240.18	1,064.48	60,342.79	8,589.78	19,876.09	15,488.80
6	New York, New Haven & Hartford,.....	414,943.36	3,303,325.24	5,352,335.95	316,512.91	107,815.64	79,736.13	2,831,818.05	552,084.20	2,399,078.72	474,667.32
7	Norwich & Worcester, ^b	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, ^c	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	.....	3,120.00	1,722.86	.....	.....	398.74	3,060.00	.....	.....	.....
	Total.....	449,731.70	3,539,061.03	5,783,519.73	331,167.67	118,578.10	83,941.16	3,020,399.58	572,179.45	2,399,304.87	517,221.70

^a Included in Central New England Ry. Co.^b Included in N. Y., N. H. & H. R. R. Co.^c Projected Road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
1	Central New England.....	\$89,741.34	\$8,774.44	.....	\$148,700.61	\$1,048.98	\$0,290.68	\$10,999.58	\$2,299.23	\$3,940.70	\$933.55
2	Hartford & Conn. Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern,.....	230,861.75	13,280.81	.....	53,021.56	31,677.29	14,581.45	6,111.59	2,581.32	.....	2,153.43
6	New York, New Haven & Hartford, <i>b</i>	5,613,988.02	325,206.07	.....	895,036.44	.....	341,489.56	521,469.83	59,533.25	743,226.52	99,109.21
7	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	1,042.00	26.64	.....	.....	.....	103.33	.....	.....	.....	.....
	Total,.....	\$5,925,663.11	347,287.96	.....	1,097,658.61	32,726.27	365,465.02	538,581.00	64,413.80	747,167.22	102,196.19

a Included in Central New England Ry. Co.*b* Included in N. Y. N. H., & H. R. R. Co.*c* Projected road.

TABLE XI. — CONDUCTING TRANSPORTATION. — CONCLUDED.

Number.	RAILROADS.	107 Outside agencies.	108 Commis- sions.	109 Stock yards and elevators.	110 Rents for tracks, yards, and terminals.	111 Rents of buildings and other property.	112 Stationery and printing.	113 Other expenses.	114 Total.
1	Central New England, . . . . .	.....	.....	.....	\$32,556.06	\$1,403.67	\$10,935.86	\$197.75	\$397,214.01
2	Hartford & Connecticut Western, <i>a</i> . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i> . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, <i>b</i> . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
5	New London & Northern, . . . . .	.....	\$439.49	.....	.....	12,675.73	7,600.36	621.45	792,862.40
6	New York, New Haven & Hartford, ...	\$13,542.82	.....	.....	.....	51,756.15	263,139.99	200,773.12	25,286,206.05
7	Norwich & Worcester, <i>b</i>	29,642.90	.....	\$3,542.56	430,203.91	.....	.....	.....	.....
8	Ridgfield & New York, <i>c</i> . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester, . . . . .	.....	.....	.....	.....	.....	115.65	15.56	9,654.78
	Total, ...	\$43,186.72	\$439.49	\$3,542.56	\$432,759.97	\$65,835.55	\$231,800.86	\$201,607.92	\$27,086,037.21

a Included in Central New England Ry. Co.*b* Included in N. Y., N. H. & H. R. R. Co.*c* Projected road.

TABLE XII.—GENERAL EXPENSES.

Number.	RAILROADS.	115 Salaries of general officers.	116 Salaries of clerks and attendants.	117 General office expenses and supplies.	118 Insurance.	119 Law expenses.	120 Stationary and printing (general offices).	121 Other expenses.	122 Total.
1	Central New England,.....	\$12,903.66	\$16,869.00	\$1,408.64	\$3,136.39	\$2,534.68	\$2,999.97	\$3,859.21	\$43,716.55
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London & Northern,.....	4,976.40	12,420.77	1,750.04	4,710.33	3,285.72	1,367.06	382.38	28,862.70
6	New York, New Haven & Hartford,.....	214,747.06	530,572.15	48,625.92	298,650.23	203,674.74	28,040.01	211,591.97	1,445,002.09
7	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	.....	.....	.....	38.96	.....	.....	223.63	262.59
	Total,.....	\$232,632.12	\$559,861.92	\$51,784.61	\$216,535.91	\$209,495.14	\$32,407.04	\$216,057.19	\$1,518,773.93

b Included in report of N. Y., N. H. & H. R. R. Co.*a* Included in report of C. N. E. Ry. Co.*c* Projected Road.

TABLE XIII.—PASSENGER TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			126	127	128	129	130	131	132
		123	124	125							
		Passengers carried, earning revenue.	Same per last report.	Passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
1	Central New England.....	712,025	721,393	12,480,521	16.52	\$295,236.59	.39788	.02366	\$404,391.34	\$1,551.83	\$.72953
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern, <i>b</i>	513,021	494,616	8,503,419	16.07	204,660.59	.39593	.02382	250,252.41	2,036.34	.73058
6	New York, New Haven & Hartford.....	75,333,816	69,219,147	1,371,516,126	18.21	23,263,434.51	.29553	.01623	26,758,929.06	12,983.70	1.04877
7	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgfield & New York, <i>c</i>	48,976	101,115	222,696	2.25	4,217.65	.04292	.01907	4,370.50	1,942.41	.31096
9	South Manchester,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total.....	76,687,838	70,536,271	1,392,812,762	18.16	22,767,579.34	.29639	.01635	27,417,943.21	11,206.96	\$1.6013

a Included in Central New England Ry. Co. *b* Included in N. Y., N. H. & H. R. R. Co. *c* Projected road.

TABLE XIV.—FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			136 Average distance haul of one ton.	137 Total freight revenue.	138 Average amount received for each ton of freight.	139 Average receipts per ton mile.	140 Total freight earnings.	141 Freight earnings per mile of road.	142 Freight earnings per train mile.
		133 Total tons carried earning revenue.	134 Same per last report.	135 Tons carried one mile.							
1	Central New England, ...	2,707,186	1,932,427	138,124,104	51.02	\$1,727,607.75	\$63816	.01251	1,727,607.75	\$6,629.60	2,73205
2	Hartford & Connecticut Western, <i>a</i>										
3	New England, <i>b</i>										
4	New Haven & Northampton, <i>b</i>										
5	New London & Northern, ...	1,775,596	1,306,204	59,953,987	33.76	798,877.68	.44962	.01332	798,877.68	6,468.65	1,68877
6	New York, New Haven & Hartford,	21,370,230	20,259,296	1,927,686,950	90.20	27,687,484.56	1.29561	.01436	28,386,704.38	13,778.82	3,49777
7	Norwich & Worcester, <i>b</i>										
8	Ridgefield & New York, <i>c</i>										
9	South Manchester, ...	50,355	56,636	113,073	2.25	12,679.30	.55229	.11213	12,679.30	5,635.20	4,40253
	Total, ...	25,903,207	23,554,653	2,125,878,114	82.07	\$30,236,649.29	\$1.16690	.01403	\$30,925,869.11	\$12,040.81	\$3,352287

a Included in Central New Eng. Ry. Co.
b " " N. Y., N. H. & H. R. R. Co.
c Projected road.

TABLE XV.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		147 Total tons fuel consumed.	148 Total miles run.	149 Average pounds consumed per mile.
		143 Number of tons.	144 Average cost per ton.	145 Number of cords.	146 Average cost per cord.			
1	Central New England,.....	94,969	\$2.46	104	\$1.75	95,921	1,142,180	130.77
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton Co., <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern,.....	71,749	2.90	401	1.89	71,949	1,044,309	137.79
6	New York, New Haven & Hartford, ..	1,864,969	2.94	.....	.....	1,864,969	31,329,092	112.58
7	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, <i>c</i>	371	4.70	.....	.....	371	16,920	49.12
9	South Manchester,.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	2,032,058	\$2.91	505	\$1.86	2,032,310	33,532,501	121.21

a Included in Central New Eng. Ry. Co.*b* " " N. Y., N. H. & H. R. R. Co.*c* Projected road.

TABLE XVI. — MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	150 Passenger trains earning revenue.	151 Freight trains earning revenue.	152 Mixed trains earning revenue.	153 Total revenue mileage.	154 Mileage of non- revenue trains.	155 Total Mileage of all trains.	156 Total per last report.	157 Employees, including officers.	158 Same per last report.
1	Central New England Ry.....	494,573	572,602	59,746	1,126,921	15,259	1,142,180	1,038,727	1,546	1,374
2	Hartford & Connecticut Western, <i>a</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	New England, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern,.....	323,567	474,448	013	798,028	246,281	1,044,309	1,017,898	783	744
6	New York, New Haven & Hartford,.....	15,991,475	7,877,496	238,141	24,107,112	7,221,980	31,329,092	30,054,063	36,481	33,241
7	Norwich & Worcester, <i>b</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York, <i>c</i>.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	14,040	2,865	015	16,920	.....	16,920	16,800	20	18
	Total,.....	16,823,655	8,927,411	297,915	28,048,981	7,483,520	33,532,501	32,127,488	38,830	35,377

b Included in report of N. Y., N. H. & H. R. R. Co.*a* Included in report of C. N. E. Ry. Co.*c* Projected Road.

TABLE XVII. — EQUIPMENT.

Number.	LOCOMOTIVES.		CARS.				CARS WITH TRAIN BRAKE.		CARS WITH AUTOMATIC COUPLERS.	
	159	160	161	162	163	164	165	166]	167	168
	Num- ber.	With train brake.	Passenger service.	Freight and other.	Total.	Total per last report.	In pas- senger ser- vice.	In freight service.	In pas- senger ser- vice.	In freight service.
1	58	58	54	445	499	465	54	344	54	354
2										
3										
4										
5										
6										
7										
8										
9										
Total,	1,245	1,245	2,280	21,400	23,680	22,763	2,280	20,142	2,280	20,215

a 24 of this number are electric.
b Included in Central New England Ry. Co.
c Included in N. Y., N. H. & H. R. R. Co.
d Projected road.

TABLE XVIII.

Number.	RAILROADS.	STATIONS.			174 New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		169 On main line and branches.	170 In Conn.	171 Average num- ber of miles for each station in Conn.		175 At grade.	176 At grade per last report.
1	Central New England R'y Co.,	99	30	2 24	96,903	a.....	.....
2	Hartford & Connecticut Western R. R. Co.,	b.....	b.....	b.....	b.....	68	69
3	New England & Railroad Co.,	172	70	2 84	b.....	209	215
4	New Haven & Northampton Co.,	41	18	3 63	c.....	80	81
5	New London Northern R. R. Co.,	43	25	2 24	c.....	58	53
6	New York, New Haven & Hartford R. R. Co.,	294	216	2 61	1,072,268	505	473
7	Norwich & Worcester R. R. Co.,	32	23	2 31	c.....	38	37
8	Ridgefield & New York R. R. Co.,	.....	.....	.....	d.....	d.....	.....
9	South Manchester R. R. Co.,	1	1	2 25	1,105	3	3
	Total,	682	383	2 65	1,192,176	961	977

a Included in Hartford & Conn. Western Railway Company.

b Included in Central New England Railway Co.

c Included in N. Y., N. H. & H. R. R. Co.

d Projected Road

e This total includes 47 shown as existing last year on the Boston & New York Air Line Railroad, which road has been merged with the New York, New Haven and Hartford Railroad Co., and consequently appear in the total existing on the line of the latter Company this year.

TABLE XIX.—GENERAL PERCENTAGE.

Number.	RAILROADS.	177	178	179	180	181	182	183
		Gross earnings to capital and debt.	Net earnings to capital and debt.	Net earnings to permanent investments.	Net earnings to gross earnings.	Operating expense to gross earnings.	Passenger revenue to gross earnings.	Freight revenue to gross earnings.
1	Central New England.....	10.47	Deficit	Deficit	Deficit	120.01	13.71	80.23
2	Hartford & Conn. Western.....	.....	.....	.....	.....	.....	.....	.....
3	New England.....	.....	.....	.....	.....	.....	.....	.....
4	New Haven & Northampton.....	.....	.....	.....	.....	.....	.....	.....
5	New London Northern.....	36.18	2.64	2.29	7.31	92.68	18.83	73.50
6	New York, New Haven & Hartford.....	17.59	5.62	7.01	31.93	68.07	40.04	49.80
7	Norwich & Worcester.....	.....	.....	.....	.....	.....	.....	.....
8	Ridgefield & New York.....	.....	.....	.....	.....	.....	.....	.....
9	South Manchester,.....	26.64	Deficit	Deficit	Deficit	100.22	24.91	74.86
	Total.....	14.75	64.76 c4.47	a5.69 d5.30	31.45	70.44	38.69	51.85

^a This percentage is arrived at by taking the total amount of permanent investments of the New London Northern and New York, New Haven, and Hartford R.R. Companies (the only two companies showing net earnings for the year) and that of the New England, New Haven and Northampton and Norwich and Worcester Railroad Companies, a total of \$313,187,069.72, the three last named companies being leased and operated by the New York, New Haven and Hartford R.R. Co.

^b This percentage is arrived at by taking the total amount of capital stock and debt of the New London Northern and New York, New Haven and Hartford R.R. Companies (the only two companies showing net earnings for the year) and that of the New England, New Haven and Northampton, and Norwich and Worcester Railroad Companies, a total of \$374,229,948.37, the three last named companies being leased and operated by the New York, New Haven and Hartford R.R. Co.

^c This percentage is arrived at by taking "total stock and debt" as reported by all companies in table No. 4, page 114, viz., \$398,969,420.14.

^d This percentage is arrived at by taking "total permanent investments" as reported by all companies, viz., \$336,339,019.84.

TABLE XX.—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

[illegible]

* Included in report of N. Y., N. H. & H. R. R. Co.

† Included in report of C. N. E. Ry. Co.

|| Projected Road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line,.....	\$3,907,968.38	\$3,897,400.00	\$3,907,968.38	\$3,907,968.38	.....
2	Central New England,.....	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00	\$8,550,000.00
3	Colchester,.....	25,000.00	25,000.00	25,000.00	.....	.....
4	Danbury & Norwalk,.....	600,000.00	600,000.00	600,000.00	.....	.....
5	East Granby & Suffield,.....	100,000.00	.....	.....	.....	.....
6	Hartford & Connecticut Western,...	2,712,800.00	2,714,000.00	2,714,000.00	2,714,000.00	2,965,500.00
7	Middletown, Meriden & Waterbury,...	100,000.00	100,000.00	100,000.00	.....	.....
8	Naugatuck,.....	2,000,000.00	2,000,000.00	2,000,000.00	.....	.....
9	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
10	New Haven & Derby,.....	447,000.00	447,000.00	447,000.00	.....	.....
11	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
12	New London & Northampton,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
13	New York, New Haven & Hartford,...	70,897,300.00	80,000,000.00	80,000,000.00	83,357,100.00	121,873,100.00†
14	Norwich & Worcester,.....	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00	3,006,600.00
15	Ridgefield & New York,*,.....	261,800.00	261,800.00	261,800.00	261,800.00	261,800.00
16	Rockville,.....	.....	108,750.00	108,750.00	.....	.....
17	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total,.....	\$119,658,468.38	\$128,760,550.00	\$128,771,118.38	\$128,847,468.38	\$165,662,000.00

* Projected road. † \$52,435,925.80 of this amount is apportioned to steam railroads, and balance, viz.: \$69,442,173.20 to other properties.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line, ...	\$500,000.00	\$500,000.00	\$500,000.00	\$3,777,000.00	.....
2	Central New England, ...	7,900,000.00	8,310,000.00	8,310,000.00	8,500,000.00	\$10,730,500.00
3	Colchester, ...	25,000.00	25,000.00	25,000.00	.....	.....
4	Danbury & Norwalk, ...	650,000.00	650,000.00	650,000.00	.....	.....
5	Harford & Connecticut Western, ...	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
6	Naugatuck, ...	424,000.00	1,238,000.00	2,594,000.00	.....	.....
7	New England, ...	16,500,000.00	18,000,000.00	19,000,000.00	19,000,000.00	17,500,000.00
8	New Haven & Derby, ...	1,280,000.00	1,280,000.00	1,280,000.00	.....	.....
9	New Haven & Northampton, ...	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00	3,980,000.00
10	New London Northern, ...	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford, ..	4,364,000.00	9,939,000.00	12,004,000.00	20,047,000.00	177,138,700.00
12	Norwich & Worcester, ...	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
13	Ridgefield & New York, *	.....	.....	.....	.....	.....
14	Shore Line, .....	.....	.....	.....	.....	.....
	Total, ...	\$37,643,000.00	\$45,992,000.00	\$50,363,000.00	\$57,324,000.00	\$212,677,200.00

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line,.....	\$10,903.23	\$491.56	\$491.56	\$2,509,141.06	.....
2	Central New England,.....	55,437.32	125,896.28	191,194.95	326,379.22	\$1,275,267.50
3	Danbury & Norwalk,.....	.....	375,348.72	630,394.77	.....	.....
4	Hartford & Connecticut Western,....	437,133.35	443,335.56	446,635.56	462,398.46	212,398.46
5	Naugatuck,.....	332,660.75	354,293.71	8,449.75	.....	.....
6	New England,.....	36,087.22	52,715.73	130.00	582,678.52	1,959,979.24
7	New Haven & Northampton,.....	238.04	269,687.65	301,996.15	632,968.95	26,750.00
8	New London Northern,.....	17,992.51	13,277.14	16,650.48	11,545.48	4,243.81
9	New York, New Haven & Hartford,...	6,939,638.11	6,426,795.16	27,609,088.52	26,509,548.10	17,083,649.32
10	Norwich & Worcester,.....	64,164.00	63,848.00	63,758.00	63,876.00	63,926.00
11	Rockville,.....	.....	2,643.12	.....	.....	.....
12	South Manchester,.....	21,299.33	23,615.00	25,016.35	23,219.13	24,005.81
	Total,.....	\$7,915,548.86	\$8,151,947.63	\$29,294,306.09	\$31,131,754.92	\$20,650,220.14

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line,.....	\$4,663,263.40	\$4,669,168.40	\$4,670,168.40	\$5,320,429.49	.....
2	Central New England,.....	14,501,585.28	14,633,921.27	14,686,510.19	15,032,723.49	\$19,085,519.10
3	Colchester,.....	50,000.00	50,000.00	50,000.00	.....	.....
4	Danbury & Norwalk,.....	1,399,242.72	1,774,591.44	2,030,137.49	.....	.....
5	East Granby & Suffield,.....	99,965.94	.....	.....	.....	.....
6	Hartford & Connecticut Western,.....	3,717,614.74	3,723,809.31	3,727,109.31	3,706,528.71	3,706,528.71
7	Middletown, Meriden & Waterbury,.....	100,000.00	100,000.00	100,000.00	.....	.....
8	Naugatuck,.....	2,928,955.43	3,872,281.82	4,768,348.84	.....	.....
9	New England,.....	28,798,192.15	30,314,820.66	40,827,707.87	40,828,764.75	44,622,674.34
10	New Haven & Derby,.....	1,760,066.72	2,024,962.71	2,057,271.20	.....	.....
11	New Haven & Northampton,.....	6,612,354.74	6,615,098.74	6,617,910.99	6,408,149.32	7,165,810.97
12	New London Northern,.....	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91	3,468,049.91
13	New York, New Haven & Hartford,.....	85,996,630.19	103,300,222.86	129,603,908.52	151,943,071.30	253,268,630.89
14	Norwich & Worcester,.....	4,663,567.18	4,663,567.18	4,838,567.18	4,658,816.51	4,661,923.59
15	Ridgefield & New York,*,.....	230,860.16	230,860.16	233,810.16	233,810.16	233,810.16
16	Rockville,.....	.....	170,105.65	170,105.65	.....	.....
17	South Manchester,.....	122,170.88	123,164.39	123,522.06	125,641.38	126,072.17
	Total,.....	\$159,082,519.44	\$179,734,624.50	\$217,973,127.77	\$231,720,985.02	\$336,339,019.84

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England,.....	\$663,103.06	\$854,817.77	\$979,439.43	\$1,679,449.81	\$2,152,366.54
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,014,554.52	1,035,628.10	1,080,083.47	1,128,091.23	1,086,877.09
5	New York, New Haven & Hartford,.....	47,296,077.51	48,282,909.20	49,981,947.77	52,984,322.36	55,601,936.32
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	Ridgefield & New York,†.....	.....	.....	.....	.....	.....
8	South Manchester,.....	14,950.63	15,629.80	16,432.82	18,655.13	17,049.80
	Total,.....	\$48,988,685.72	\$50,188,984.87	\$52,057,903.49	\$55,810,518.53	\$58,859,229.75

* Included in N. Y., N. H. & H. R. R. Co. † Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England,.....	\$522,250.24	\$708,873.76	\$953,635.30	\$1,508,540.80	2,584,413.46
2	New England, *.....	.....	.....	.....	.....	.....
3	New Haven & Northern, *.....	.....	.....	.....	.....	.....
4	New London Northern,.....	978,058.35	863,078.73	943,551.49	1,017,375.59	1,007,396.59
5	New York, New Haven & Hartford,...	34,955,023.54	35,159,210.70	35,833,022.61	35,222,586.53	37,850,081.71
6	Norwich & Worcester, *.....	.....	.....	.....	.....	.....
7	Ridgefield & New York, ¶.....	.....	.....	.....	.....	.....
8	South Manchester,.....	15,101.90	16,621.38	16,790.41	14,443.65	17,088.28
	Total, ...	\$36,470,494.03	\$36,747,784.57	\$37,746,999.81	\$37,762,946.57	\$41,458,980.04

* Included in N. Y., N. H. & H. R. R. Co.

¶ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England, ...	\$225,163.70	\$223,947.30	\$210,900.27	\$273,982.70	\$295,236.59
2	New England, * .....	.....	.....	.....	.....	.....
3	New Haven & Northampton, * .....	.....	.....	.....	.....	.....
4	New London Northern, ...	201,128.87	196,013.16	192,084.47	191,826.58	204,660.59
5	New York, New Haven & Hartford, ...	19,271,634.68	19,597,010.00	20,008,579.78	21,128,927.90	22,263,434.51
6	Norwich & Worcester, * .....	.....	.....	.....	.....	.....
7	Ridgefield & New York, ¶ .....	.....	.....	.....	.....	.....
8	South Manchester, ...	4,081.52	4,064.57	4,372.64	4,398.80	4,247.65
	Total, ...	\$19,702,008.77	\$20,020,935.03	\$20,415,937.16	\$21,599,135.98	\$22,767,579.84

* Included in N. Y., N. H. & H. R. R. Co.

¶ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England,.....	\$263,180.20	\$550,696.18	\$685,611.15	\$1,292,453.76	\$1,727,607.75
2	New England,*.....					
3	New Haven & Northampton,*.....					
4	New London & Northern,.....	750,910.44	774,929.81	821,965.27	868,127.68	798,877.68
5	New York, New Haven & Hartford,.....	23,014,494.19	23,637,823.21	24,533,305.72	26,576,598.20	27,687,484.56
6	Norwich & Worcester,*.....					
7	Ridgefield & New York,||.....					
8	South Manchester,.....	10,788.16	11,486.13	11,972.48	14,135.50	12,679.30
	Total,.....	\$24,139,372.99	\$24,974,925.33	\$26,052,894.62	\$28,751,315.14	\$30,226,649.29

* Included in N. Y., N. H. & H. R. R. Co.

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England, ...	581,823	599,505	496,064	721,393	742,025
2	New England, * .....	.....	.....	.....	.....	.....
3	New Haven & Northampton, * .....	.....	.....	.....	.....	.....
4	New London & Northern, ...	581,006	495,984	483,774	494,616	513,021
5	New York, New Haven & Hartford, ...	63,714,199	63,130,459	63,323,475	69,219,147	75,333,816
6	Norwich & Worcester, * .....	.....	.....	.....	.....	.....
7	Ridgefield & New York, || .....	.....	.....	.....	.....	.....
8	South Manchester, ...	91,444	89,426	99,836	101,115	98,976
	Total, ...	64,918,472	64,315,374	64,403,149	70,536,271	76,687,838

* Included in N. Y., N. H. & H. R. R. Co. || Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1903.	1904.	1905.	1906.	1907.
1	Central New England,.....	476,322	939,754	1,055,926	1,932,427	2,707,186
2	New England,*.....	.....	.....	.....	.....	.....
3	New Haven & Northampton,*.....	.....	.....	.....	.....	.....
4	New London Northern,.....	1,231,020	1,627,018	1,323,393	1,396,294	1,775,596
5	New York, New Haven & Hartford,...	18,283,733	17,560,485	18,321,327	20,259,296	21,370,230
6	Norwich & Worcester,*.....	.....	.....	.....	.....	.....
7	Ridgefield & New York,||.....	.....	.....	.....	.....	.....
8	South Manchester,.....	43,814	45,827	47,756	56,636	50,255
	Total,.....	20,034,889	20,173,084	20,748,402	23,554,653	25,903,267

* Included in N. Y., N. H. & H. R. R. Co. || Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	.....
2	Central New England,.....	.....	.....	.....	.....	.....
3	Danbury & Norwalk,.....	30,000.00	30,000.00	30,000.00	.....	.....
4	Hartford & Connecticut Western,...	26,454.00	54,259.00	54,280.00	54,280.00	\$56,798.00
5	Middletown, Meriden & Waterbury...	1,000.00	.....	.....	.....	.....
6	Naugatuck,.....	200,000.00	200,000.00	200,000.00	.....	.....
7	New England,.....	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
8	New Haven & Derby,.....	17,880.00	17,880.00	17,880.00	.....	.....
9	New Haven & Northampton,.....	98,400.00	98,400.00	98,400.00	98,400.00	98,400.00
10	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
11	New York, New Haven & Hartford, ..	4,618,438.00	6,006,448.00	6,400,000.00	6,467,092.00	7,469,428.00
12	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
13	Ridgefield & New York,||.....	.....	.....	.....	.....	.....
14	South Manchester,.....	.....	.....	.....	.....	.....
	Total,.....	\$5,637,112.00	\$7,051,927.00	\$7,445,500.00	\$7,264,712.00	\$8,149,625.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1903.	1904.	1905.	1906.	1907.
1	Boston & New York Air Line,.....	\$25,000.00	\$25,000.00	\$25,000.00	\$7,933.35	.....
2	Central New England,.....	32,500.00	35,025.00	53,000.00	57,750.00	\$62,500.00
3	Colchester,.....	1,750.00	1,750.00	1,750.00	.....	.....
4	Danbury & Norwalk,.....	33,500.00	33,500.00	33,500.00	.....	.....
5	Hartford & Connecticut Western,...	35,000.00	33,500.00	31,500.00	31,500.00	31,500.00
6	Naugatuck,.....	7,925.00	15,667.79	76,167.37	.....	.....
7	New England,.....	970,000.00	970,000.00	848,063.17	885,000.00	775,000.00
8	New Haven & Derby, ...	28,750.00	28,750.00	28,750.00	107,000.00	107,000.00
9	New Haven & Northampton, ...	142,000.00	142,000.00	142,000.00	.....	.....
10	New London Northern,.....	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
11	New York, New Haven & Hartford,...	274,950.00	194,950.00	502,128.88	784,490.00	4,244,301.24
12	Nowich & Worcester,.....	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
13	Ridgefield & New York,||.....	.....	.....	.....	.....	.....
14	South Manchester,.....	.....	.....	.....	.....	.....
	Total,.....	\$1,667,495.00	\$1,596,012.79	\$1,857,979.42	\$1,939,803.35	\$5,336,421.24

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

RAILROADS.		ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1903.		1904.		1905.		1906.		1907.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line, *										
2	Central New England, ...						5		3		5
3	Colchester, *				6						
4	Danbury & Norwalk, *										
5	Hartford & Connecticut Western, †										
6	Middletown, Meriden & Waterbury, *										
7	Naugatuck, *										
8	New England, *										
9	New Haven & Derby, *										
10	New Haven & Northampton, *										
11	New London Northern, ...		2		3		17		4		4
12	New York, New Haven & Hartford, ..	4	48	3	30		14	2	17	2	64
13	Norwich & Worcester, *										
14	Ridgefield & New York, †										
15	South Manchester, ...										
	Total, ...	4	50	3	39		36	2	24	2	73

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1906.	1907.	INCREASE.	DECREASE.
Capital stock issued, ...	\$128,847,468.38	\$165,662,000.00	\$36,814,531.62	
Capital stock in Connecticut, ...	59,438,050.00			
Funded debt, ...	57,324,000.00	212,677,200.00	155,353,200.00	
Current liabilities, ...	31,121,754.92	20,650,220.14		10,471,534.78
Total stock and debt, ...	217,293,223.30	398,989,420.14	181,696,196.84	
Permanent investments, ...	231,720,985.02	336,339,019.84	104,618,034.82	
Gross earnings, ...	55,810,518.53	58,859,229.75	3,048,711.22	
Operating expenses, ...	37,762,946.57	41,458,980.04	3,696,033.47	
Net earnings, ...	18,047,571.98	17,831,335.11		216,236.87
Paid for taxes, ...	2,879,164.80	3,052,144.32	172,979.52	
Paid for interest, ...	1,939,803.35	5,336,421.24	3,396,617.89	
Paid for dividends, ...	7,264,712.00	8,149,626.00	884,914.00	
Income from passengers, ...	21,599,135.98	22,767,579.34	1,168,443.36	
Income from freight, ...	28,751,315.14	30,226,649.29	1,475,334.15	
Paid for maintenance of way and structure, ...	6,371,670.78	6,964,943.18	593,272.40	
Paid for maintenance of equipment, ...	5,896,014.61	5,883,225.69		6,788.92
	Mileage, etc.	Mileage, etc.	Mileage, etc.	Mileage, etc.
Total length of main line and branches, ...	2,379.01	2,377.75		1.26
Total of same in Connecticut, ...	1,017.72	1,015.61		2.11
Total length of sidings, ...	1,385.88	1,423.96	38.08	
Total of same in Connecticut, ...	551.94	557.98	6.04	
Total second, third, and fourth tracks, ...	876.64	890.88	14.24	
Total of same in Connecticut, ...	348.90	357.30	8.40	
Run by passenger trains, ...	16,080,699	16,823,655	742,956	
Run by freight trains, ...	8,756,542	8,927,411	170,869	
Other trains, ...	7,290,247	7,781,435	491,188	
Total run by all trains, ...	32,127,488	33,532,501	1,405,013	
Passengers carried 1 mile, ...	1,276,629,938	1,392,812,762	116,182,824	
Freight carried 1 mile, ...	2,061,659,722	2,125,878,114	64,218,392	
Number of passengers carried, ...	70,536,271	76,687,835	6,151,567	
Number of tons of freight carried, ...	23,554,653	25,903,267	2,348,614	
Highway grade crossings in Connecticut, ...	977	961		16
Number of men employed, ...	35,377	38,830	3,453	
Number of engines, ...	1,201	1,245	44	
Number of passenger cars, ...	2,229	2,280	51	
Number of freight and other cars, ...	20,534	21,400	866	
Passengers injured — fatal, ...	2	2		
Passengers injured — not fatal, ...	24	73	49	
Employees injured — fatal, ...	39	82	43	
Employees injured — not fatal, ...	445	536	91	
Trespassers injured — fatal, ...	92	80		12
Trespassers injured — not fatal, ...	64	52		12
Others injured — fatal, ...	15	13		2
Others injured — not fatal, ...	19	37	18	
Injured at grade crossings — fatal, ...	14	10		4
Injured at grade crossings — not fatal, ...	11	11		

STREET RAILWAY TABLES.

TABLE No. 1.

Number.	STREET RAILWAYS.	From —	To —	Length of road (first main track) (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Length of sidings and turnouts (owned).	Total computed as single track (owned).	1 Capital stock outstanding.	2 Capital authorized by charter.
1	Bristol & Plainville Tramway Co.,	Bristol	Plainville, Terryville, Lake Comp.,	12.876	.....	12.876	.857	13.743	\$250,000.00	\$1,000,000.00
		Bridgeport	Bridgeport, . . . . .	.....	.....	.....	.....	.....	.....	.....
		New Britain	New Britain . . . . .	.....	.....	.....	.....	.....	.....	.....
		Bridgeport, ...	Westport, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Milford	Woodmont . . . . .	.....	.....	.....	.....	.....	.....	.....
		Shelton	Riverside Park and Derby, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Westport and	Depot and Compo Beach, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Sauganack . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
		Derby	Ansonia, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Ansonia	Seymour, . . . . .	.....	.....	.....	.....	.....	.....	.....
		East Derby	Orange Hills, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Norwalk	Winnepank, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Broad River	Stamford City Line, ...	150.041	453.181	202.222	47.369	209.591	17,120,100.00	17,120,100.00
		Norwalk . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
		So. Norwalk	Westport, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Waterbury	Gregory's Point, . . . . .	.....	.....	.....	.....	.....	.....	.....
		"	Naugauk, . . . . .	.....	.....	.....	.....	.....	.....	.....
		"	Oakville and Watertown, . . . . .	.....	.....	.....	.....	.....	.....	.....
		"	Waterville, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Cheshire	Mt. Carmel, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Berlin	Southington, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Lazy Lane	Plainville, . . . . .	.....	.....	.....	.....	.....	.....	.....
		M. S. & C. T. Co.	Plainville, . . . . .	.....	.....	.....	.....	.....	.....	.....
		For description	of lines see schedule pages 254-299, 332, 435 and 439.	325.107	71.233	396.339	14.660	410.999	250,000.00	250,000.00
3	The Connecticut Co., . . . . .			.....	.....	.....	.....	.....	.....	.....
4	Consolidated Railway Co., . . . . .			.....	.....	.....	.....	.....	.....	.....
5	Danbury & Bethel Street Ry. Co., ...	Danbury	Bethel, Lake Kenosia, ...	11.731	2.119	13.910	.969	14.879	320,000.00	623,000.00
6	Farmington Street Ry. Co., ...	Unionville	West Hartford	9.700	.....	9.700	1.100	10.800	157,500.00	189,000.00
7	Groton & Stonington St. Ry. Co., ...	Groton	State Line, Westerly, R. I., ...	19.755	.....	19.755	.900	20.655	600,000.00	600,000.00
		E. Windsor Hill	State Line, Massachusetts, . . . . .	.....	.....	.....	.....	.....	.....	.....
8	Hartford & Springfield St. Ry. Co., ...	Windsor	Sunfield, ...	44.950	.....	44.950	3.150	48.100	785,000.00	1,000,000.00
		Enfield	Somers, . . . . .	.....	.....	.....	.....	.....	.....	.....
		Warehouse Pt.	Rockville, . . . . .	.....	.....	.....	.....	.....	.....	.....
9	New London & E. Lyme St. R. Co., ...	New London	Niantic, ...	11.000	.....	11.000	.138	11.138	150,000.00	225,000.00
10	Norwich & Westerly Ry. Co., ...	Norwich	Westerly, R. I., ...	21.600	.....	21.600	2.547	24.147	617,800.00	700,000.00
11	Prov. & Danielson Ry. Co., ...	Prov., R. I.	East Killingly, Conn., ...	26.090	.....	26.090	1.625	27.715	1,000,000.00	1,000,000.00

TABLE No. 2.

Number.	STREET RAILWAYS.	3	4	5	6	7	8	9	10	11	12	13
		Bonds out- standing.	Floating indebted- ness.	Total stock, bonds, and floating debt.	Capital stock is- sued per mile of road owned.	Bonds is- sued per mile of road owned.	Cost of con- struction.	Cost of equipment.	Total cost of construc- tion and equipment.	Cost of construc- tion and equipment per mile of road owned.	Gross earn- ings from operation.	Operating expenses.
1	Brist. & Plain. Tram. Co.,	<i>d</i> \$340,000.00	\$30,000.00	<i>d</i> \$620,000.00	<i>d</i> \$19,415.97	<i>d</i> \$26,405.71	<i>d</i> \$285,387.40	<i>d</i> \$432,009.78	<i>d</i> \$717,397.18	<i>d</i> \$55,715.84	\$84,859.98	<i>d</i> \$49,816.77
2	Conn. Ry. & Lig. Co., <i>a</i>	<i>e</i> 13,466,078.36		<i>e</i> 30,586,178.36	<i>e</i> 82,331.13	<i>e</i> 64,758.82			<i>e</i> 31,878,800.15	<i>e</i> 153,306.21	206,760.08	<i>e</i> 105,404.13
3	The Connecticut Co., <i>b</i>			250,000.00			173,723.10		172,733.10	28,787.18	565,557.08	538,923.88
4	Consolidated Railway Co., <i>c</i>										5,323,854.21	3,397,517.93
5	Dan. & Bethel St. Ry. Co.,	300,000.00	13,000.00	633,000.00	23,005.03	21,567.23	465,213.50	217,532.51	672,746.01	48,364.19	113,300.56	80,330.88
6	Farmington St. Ry. Co.,	30,000.00	38,500.00	226,000.00	19,464.53	3,092.78	139,095.44	82,792.70	231,818.14	92,897.95	182,342.46	57,007.88
7	Groton & Ston. St. Ry. Co.,	375,000.00	30,000.00	1,005,000.00	30,372.05	18,932.53	856,698.64	158,240.58	1,014,889.22	51,372.77	104,073.23	61,115.95
8	Hart. & Spr'g'd St. Ry. Co.,	961,000.00	25,000.00	1,771,900.00	17,463.84	21,379.31	1,296,085.75	475,789.73	1,771,866.47	39,416.61	176,882.89	102,679.40
9	N. L. & E. L. St. Ry. Co.,	200,000.00	116,764.54	466,764.54	13,693.26	18,181.83	361,160.31	67,395.59	428,336.90	41,669.62	43,755.73	27,641.05
10	Norw'k & Western Ry. Co.,	750,000.00	242,793.20	1,610,593.20	38,601.85	34,792.32	983,601.10	313,146.30	1,296,806.40	60,037.33	43,495.76	32,979.72
11	Prov. & Danielson Ry. Co.,	600,000.00	113,852.38	1,713,352.38	38,828.86	22,397.32	1,093,672.71	606,231.41	1,706,904.12	65,385.36	89,904.17	78,365.48
12	S. Man. Lt., P. & Tram., <i>f</i>			10,000.00	12,678.62		11,821.69		11,821.69	14,870.05		
13	West Shore Ry. Co., <i>g</i>	30,000.00	107,656.57	217,656.57	10,776.56	4,040.95	208,707.93	8,091.47	217,799.40	23,337.20		
	Total,	\$17,052,078.36	\$716,466.69	\$39,108,945.05	<i>g</i> \$57,642.79	<i>g</i> \$46,158.68	\$5,831,157.57	\$2,890,960.06	\$40,140,917.78	<i>g</i> \$108,425.08	\$6,813,686.14	\$4,521,072.50

c For results of operation of the Company for eleven months ending May 31, 1907, see report of N. Y., N. H. & H. R. R. Co., pages 254-299.

a Report for July, 1906, only.

b Report for June, 1907, only.

c Includes Electric Light Plant.

d Includes Electric Light and Gas Plants.

e Operated by the Connecticut Co.

g Does not include mileage owned by N. Y., N. H. & H. R. R. Co.

TABLE 3.

Number.	STREET RAILWAYS.	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
1	Bristol & Plainville Tramway Co., <i>f</i>	35,043.21	25,781.04	60,824.25	58.70	6,580.55	3,868.96	2,721.59	2403	2403	0993	1,883	1,106	0.777	4,346.50	16,616.47
2	Connecticut Ry. & Lighting Co., <i>a</i>	101,353.95	914,335.62	1,015,691.57	50.97	1,069.23	545.08	524.15	3077	3077	1569	2,888	2,472	1.416	.....	611,890.66
3	The Connecticut Co., <i>b</i>	97,333.30	95,469.25	1,512,793.45	95.17	955.01	908.85	46.16	2748	2748	0133	2,533	2,441	0.129	.....	.....
4	Consolidated Railway Co., <i>c</i>	1,926,336.25	2,835,973.64	63.82	63.82	8,775.05	5,600.22	3,175.23	2453	2453	0883	2,360	1,440	0.890	307,055.90	1,370,153.93
5	Danbury & Bethel St. Ry. Co.,	32,570.28	32,570.28	70.96	70.96	4,133.07	5,075.00	2,363.07	2694	2694	0762	2,361	1,675	0.686	9,838.70	13,102.86
6	Farmington St. Ry. Co.,	6,334.58	.....	6,334.58	91.44	4,463.03	5,075.00	2,363.07	2694	2694	0762	2,361	1,675	0.686	9,838.70	13,102.86
7	Groton & Stonington St. Ry. Co.,	62,897.58	.....	62,897.58	49.17	5,268.19	2,690.53	2,671.66	2436	2436	1193	3,425	3,132	1.573	9,780.00	20,708.69
8	Hartford & Springfield St. Ry. Co.,	73,903.49	.....	73,903.49	58.32	3,912.58	2,232.08	1,630.77	2122	2122	1233	3,094	1,631	1.167	13,160.00	48,162.61
9	New London & E. L. St. Ry. Co.,	16,114.68	.....	16,114.68	63.17	3,977.79	2,612.82	1,464.97	2168	2168	0799	2,569	1,639	0.940	3,175.84	18,750.65
10	Norwich & Western Railway Co.,	10,516.03	.....	10,516.03	76.82	2,013.69	1,526.83	486.86	1771	1771	0428	2,614	1,882	0.632	.....	18,750.65
11	Providence & Worcester Ry. Co.,	8,687.86	.....	8,687.86	76.82	2,013.69	1,526.83	486.86	1771	1771	0428	2,614	1,882	0.632	.....	18,750.65
12	So. Man. L., Power & Tram. Co., <i>f</i>	11,508.69	.....	11,508.69	64.99	3,445.92	3,404.81	441.11	1619	1619	0207	1,600	1,395	0.205	71,563.30	30,404.58
13	West Shore Ry. Co., <i>f</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,500.00
Total,	.....	2,392,613.64	1,935,475.20	4,328,088.84	66.35	8,738.10	5,797.98	2,940.12	2461	2461	0632	2,313	1,535	0.778	343,266.24	2,146,747.74

a Report for July, 1906 only. *b* Report for June, 1907, only. *c* For results of operation of this company for eleven months ending May 31, 1907, see report of N. Y., N. H. & H. R. R. Co., pages 254-259. *d* Includes electric light plant. *e* Includes electric light and gas plants. *f* Operated by The Connecticut Co.

TABLE No. 4.

Number.	STREET RAILWAYS.	29 Dividend paid.	30 Total car mileage.	31 Total car hours.	32 Fare passengers carried.	33 Fare passengers per mile run.	34 Fare passengers per car hour.	35 Fare passengers per mile of main track operated.	36 Number of en- ployees.	37 ACCIDENTS.	
										Killed.	Injur'd.
1	Bristol & Plainville Tram way Co., <i>e</i>	\$15,000.00	353,114	45,059	1,704,792	4.80	37.80	132,400	75	.....	7
2	Connecticut Railway & Lighting Co., <i>d</i>	741,640.19	671,947	71,580	4,099,592	6.18	58.33	21,200	<i>d</i>	.....	32
3	The Connecticut Co., <i>b</i>	.....	2,058,150	223,230	10,774,416	5.83	48.26	177,507	4,802	9	248
4	Consolidated Railway Co., <i>c</i>	200,000.00	21,700,716	2,353,657	160,480,951	4.63	49.69	165,035	.....	41	1055
5	Danbury & Bethel Street Railway Co.,	12,800.00	431,428	47,936	2,265,731	5.95	47.26	162,856	70	.....	7
6	Farmington Street Railway Co.,	.....	214,360	18,900	496,539	2.44	23.43	30,470	31	.....	1
7	Groton & Stonington Street Railway Co.,	15,000.00	498,968	33,633	2,114,513	3.02	64.17	107,036	40	.....	6
8	Hartford & Springfield Street Railway Co.,	14,855.85	898,781	62,838	3,311,504	3.39	52.70	73,672	88	1	32
9	New London & E. Lyme Street Railway Co.,	.....	201,854	17,032	855,465	4.74	50.22	77,769	32	.....	8
10	Norwich and Western Railway Co.,	.....	213,562	16,638	333,217	1.52	23.73	16,630	35	.....	5
11	Providence & Danielson Railway Co.,	.....	555,203	56,187	1,308,584	2.95	32.70	50,156	67	.....	8
12	So. Manchester Light, Power & Tramway Co., <i>e</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	West Shore Railway Co., <i>e</i>	4,000.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total,	.....	\$1,003,296.04	27,690,113	2,945,988	127,701,425	4.64	43.76	163,769	5,230	51	1439

c For results of operation of this Company for eleven months ending May 31, 1907, see report of N. Y., N. H. & H. R. R. Co., pages 254-299.

a Report for July, 1906, only.

b Report for June, 1907, only.

d Reported by The Connecticut Co.

e Operated by the Connecticut Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1906	1907	Increase.	Decrease.
Capital stock outstanding, ...	*\$29,107,500.00	\$21,340,400.00	.....	\$7,767,100.00
Bonds outstanding, ...	48,251,592.88	17,052,078.36	.....	31,199,514.52
Floating indebtedness, ...	833,299.16	716,466.69	.....	106,832.47
Cost of construction and equipment, ...	64,394,736.42	40,140,917.78	.....	24,253,828.64
Gross earnings, ...	6,349,202.31	6,813,636.14	\$464,433.83	.....
Operating expenses, ...	3,795,694.11	4,521,072.50	725,378.39	.....
Net earnings, ...	2,553,608.14	2,292,613.64	.....	265,988.50
Dividends, ...	453,935.54	1,003,296.04	549,360.50	.....
Interest paid, ...	1,725,615.71	2,146,747.74	421,132.03	.....
Taxes paid State, ...	295,892.53	343,266.24	47,373.71	.....
	Miles.	Miles.	Increase.	Decrease.
Length of road exclusive of sidings, ...	739.931	766.557	26.626	.....
" " " including sidings, ...	773.545	799.981	26.436	.....
Miles run, ...	26,096,210	27,690,113	1,593,893	.....
Fare passengers carried, ...	121,322,906	127,701,425	6,378,519	.....
Number of employees, ...	3,815	5,230	1,415	.....
Number of persons injured fatally, ...	34	51	17	.....
" " " " not fatally, ...	722	1,439	717	.....

*This amount shows a decrease by reason of the merger with the Consolidated Railway Co. of the Branford Lighting & Water Co., Greenwich Tram. Co., Hartford St. Ry. Co., Stamford St. R. Co., Suffield St. Ry. Co., and Willimantic Traction Co.

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,*	Danbury,	1877	to fill vacancy.
John W. Bacon,*	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,*	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,*	Danbury,	1881	
William H. Hayward,*	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,*	Danbury,	1884	
William H. Hayward,*	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,*	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orsamus R. Fyler,	Torrington,	1901	
Washington F. Willcox,	Chester,	1901	
William O. Seymour,	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orsamus R. Fyler,	Torrington,	1905	
William O. Seymour,	Ridgefield,	1907	

Clerk,.....HENRY F. BILLINGS,
HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

CAPITAL STOCK.

- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " otherwise issued.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " " mile of road.
- 21 " " " held in Connecticut.
- 22 " " " " per last report.
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- 32 " equipment.
- 33 Bonds and stocks.
- 34 Other permanent investments.
- 35 Cash and current assets.
- 36 Other assets.
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196	“ “ “	other causes.
197	“ “	fatally.
198	“ “	not fatally.
199	Passengers “	fatally.
200	“ “	not fatally.
201	Trespassers “	fatally.
202	“ “	not fatally.
203	Others “	fatally.
204	“ “	not fatally.

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RAILROAD RETURNS.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

History.

Name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what Government, State, or Territory organized? General Railroad Laws of the State of New York.

If a consolidated company, name the constituent companies:

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Under agreement dated June 7, 1907, the capital stock, franchises and property of the following constituent companies were merged with the Central New England Railway Company — effective June 25, 1907; upon the filing of the agreement in the offices of the Secretary of State of the State of New York, and of the Clerk of Dutchess County.

The Poughkeepsie Bridge Railroad Company organized under the General Railroad Laws of the State of New York, June 5, 1888.

The Dutchess County Railroad Company, organized under the General Railroad Laws of the State of New York, April 19, 1890.

The Newburgh, Dutchess and Connecticut Railroad Company, successor to the Dutchess and Columbia Railroad, organized January 8, 1877.

The Poughkeepsie and Eastern Railway Company, successor to the New York and Massachusetts Railway Company, organized April 13, 1893.

Date and authority for each consolidation: July 22, 1889 — August 1, 1892 — June 25, 1907. Railroad Laws of the State of New York.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
C. S. MELLE, N,	New Haven, Conn.	November 6, 1907.
J. PIERPONT MORGAN,	New York City, N. Y.	" "
GEO. MACCULLOCH MILLER,	" " "	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "
EDWIN MILNER,	Moosup, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
WILLIAM ROCKEFELLER,	New York City, N. Y.	" "
FRANK W. CHENEY,	South Manchester, Conn.	" "
H. MCKAY TWOMBLEY,	New York City, N. Y.	" "
JOHN H. WHITEMORE,	Naugatuck, Conn.	" "

Total number of stockholders at date of last election: 232.

Date of last meeting of stockholders for election of directors: First Wednesday in November, 1906.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Robert T. Bird, Auditor, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	C. S. MELLE, N,	New Haven, Conn.
Vice-President,	EDWIN MILNER,	Moosup, Conn.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Secretary,	J. G. PARKER,	" "
Treasurer,	A. S. MAY,	" "
Auditor,	ROBERT T. BIRD,	Hartford, Conn.
General Manager,	LEVERETT S. MILLER,	" "
Chief Engineer,	W. J. BACKES,	" "
Superintendent,	O. M. LAING,	" "
General Freight Agent,	W. H. SEELEY,	" "
General Passenger Agent,	W. H. SEELEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account:

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From—	To—		
1. Central New England Ry., A	Campbell Hall	Silvernails	57.60	.....
" " " B	Poughkeepsie	Hopewell	12.40	.....
" " " B	Dutchess Jct.	State Line	58.84	.....
" " " B	Poughkeepsie	Boston Corners	34.99	163.83
3. Hartford & Conn. Western. A	Hartford	Rhinecliff	109.75	.....
" " " B	Tariffville	Agawam Junc.	14.21	123.96
4. N. Y., N. H. & H. R. R.	Wicopee Jct.	Fishkill Land'g	1.65	1.65
5. Boston & Albany.	Agawam Junc.	Springfield	3.50	3.50
Total Mileage Operated, ...			292.94	292.94

Name of all Coal, Bridge, Canal, or other Properties.

None.

Property Leased, or Otherwise Controlled for Operation.

A controlling interest in the capital stock and general mortgage bonds of the Central New England Railway Company is owned by the New York, New Haven & Hartford Railroad Company, but this road is not leased to or operated by that company. This company operates its own road.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	48,000	\$100	\$4,800,000.00	\$4,800,000.00
Preferred, . . .	37,500	100	3,750,000.00	3,750,000.00
Total, . . .	85,500	....	\$8,550,000.00	\$8,550,000.00

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Total Number Shares Issued and Outstanding.
*Issued for Reorganization—Common, . . . . .	.....	34,500
*Issued for Reorganization—Preferred, . . . . .	.....	31,500
†Issued for Stock of Merged Lines—Common, ...	13,500	13,500
†Issued for Stock of Merged Lines—Preferred, ...	6,000	6,000
Total, ...	19,500	85,500

Remarks. — Issued in exchange for stock of Philadelphia, Reading & New England Railroad Company.

Remarks — 49,258 shares are held by 15 Connecticut residents.

* Issued in exchange for stock of Philadelphia, Reading & New England Railroad Company.

† Issued in exchange for stock of the Poughkeepsie Bridge R. R. Co., Dutchess County R. R. Co., Newburgh, Dutchess and Conn. R. R. Co., Poughkeepsie and Eastern Ry. Co.

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage	1899	1919	\$1,250,000.00	\$1,250,000.00	\$1,250,000.00	A \$1,173,500.00
Gen. Mortgage	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00	B
First Mortgage Dutchess Co. R. R.	1890	1940	350,000.00	350,000.00	350,000.00	C
First Mortgage P. & E. Ry.	1894	1934	500,000.00	500,000.00	500,000.00	.....
Collateral Bonds N.D. & C.R.R.	1891	1921	226,000.00	226,000.00	216,000.00	.....
Income Bonds N.D. & C.R.R.	1877	1977	1,625,000.00	1,164,500.00	1,164,500.00	.....
Total . . .			\$11,201,000.00	\$10,740,500.00	\$10,730,500.00	\$1,173,500.00

A. 101 First Mortgage Bonds issued in exchange for securities of the East Granby & Suffield Railroad, par value \$101,000.00.

B. Issued in exchange for bonds of the Philadelphia, Reading & New England Railroad Company.

C. Issued for construction.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August, . .	\$62,500.00	\$62,500.00
4½ " "	June and December, . . .	.....	.....
5 " "	May and November, . . .	6,250.00	.....
5 " "	May and November, . . .	10,800.00	.....
6 " "	.....	.....	.....
		\$79,550.00	\$62,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mort. Bonds (p. 134),	\$2,326,000.00	\$2,316,000.00	\$79,550.00	\$62,500.00
Income Bonds (p. 134),	8,414,500.00	8,414,500.00	.....	.....
Total, . . .	\$10,740,500.00	\$10,730,500.00	\$79,550.00	\$62,500.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1907.
Cash, ... \$144,835.61	Loans and Bills Payable, . \$900,000.00
Due from Agents, ... 101,968.09	Audited Vouchers and Accounts, ... 208,265.82
Due from Solvent Companies and Individuals, ... 64,910.70	Wages and Salaries, ... 22,868.49
Net Traffic Balances Due from other Companies, ... 174,181.97	Miscellaneous, ... 11,739.05
Total Cash and Current Assets, ... 485,896.37	Due to Solvent Companies and Individuals 132,394.14
Balance Current Liabilities, ... 789,371.13	Total—Current Liabilities, . \$1,275,267.50
Total, ... \$1,275,267.50	Total, ... \$1,275,267.50

Materials and supplies on hand, \$125,586.52.

Recapitulation.

(a) For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 133), ...	\$8,550,000.00	\$8,550,000.00	163.83	\$52,188.00
Bonds (p. 134), ...	10,730,500.00	10,730,500.00	163.83	65,498.00
Total, ...	\$19,280,500.00	19,280,500.00	163.83	\$117,686.00

(b) For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account, p. 137 :

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMT. PER MILE OF LINE.	
				Miles.	Amount.
Central New England, ...	\$8,550,000.00	10,730,500.00	\$19,280,500.00	163.83	\$117,686.00
Hartford & Conn. Western, ...	2,965,500.00	700,000.00	3,665,500.00	123.96	29,570.00
Grand Total, \$	11,515,500.00	11,430,500.00	\$22,946,000.00	287.79	\$79,732.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1906.	Total Cost to June 30, 1907.	Cost per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses Charged to Construction or Equipment.			
Construction :					
Right of Way and Station Grounds, ...	\$850.00	.....	.....	.....	.....
Real Estate, ...	1,800.00	.....	.....	.....	.....
Grading, ...	116.02	.....	.....	.....	.....
Bridges, Trestles, and Culverts, ...	896,012.56	.....	.....	.....	.....
Ties, ...	5,250.32	.....	.....	.....	.....
Rails, ...	4,116.77	.....	.....	.....	.....
Track Fastenings, ...	3,056.76	.....	.....	.....	.....
Frogs and Switches, ...	890.23	.....	.....	.....	.....
Track Laying and Surfacing, ...	40,997.87	.....	.....	.....	.....
Station Buildings and Fixtures, ...	6,365.87	.....	.....	.....	.....
Shops, Roundhouses, and Turntables, ...	1,123.70	.....	.....	.....	.....
Water Stations, ...	776.37	.....	.....	.....	.....
Miscellaneous Structures, ...	5,770.45	.....	.....	.....	.....
Cost of Road of Merged Lines, ...		\$3,723,504.93	.....	.....	.....
Spl. Adjustment acc. Equipmt. Pers. Prop.H. & C.W.R.R.		130,054.00	.....	.....	.....
Total Construction, ...	\$967,126.92	\$3,853,558.93	\$12,686,206.23	\$16,539,765.21	\$100,966.88
Equipment,					
Locomotives, ...		\$24,545.91	.....	.....	.....
Passenger Cars, ...		28,346.80	.....	.....	.....
Freight Cars, ...		202.00	.....	.....	.....
Equipment of Merged Lines, ...		61,635.91	.....	.....	.....
* Equipment sold and destroyed, ...		6,070.00	.....	.....	.....
Adjustment of Book Value of Equipment to Inventory value, ...		47,750.67	.....	.....	.....
Total Equipment, ...		\$156,411.29	\$407,951.00	\$564,342.29	\$3,444.68
Total Construction, ...	\$967,126.92	3,853,558.93	12,686,206.23	16,539,765.21	100,966.88
Grand Total Cost Construction, Equipment, etc., ...	\$967,126.92	\$4,009,970.22	\$13,094,137.28	\$17,104,107.50	\$104,401.56

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Accounts: Yes.

* Credit.

Income Account.

Gross earnings from operation, ...	\$2,153,366.54	
Less operating expenses, ...	2,584,413.46	
Deficit, ...		\$431,046.92
Dividends on stocks owned, ...	31,966.67	
Miscellaneous income, ...	18,581.00	
Income from other sources, ...		50,547.67
Deficit, ...		\$380,499.25

Deductions from income:

Interest on funded debt accrued, ...	\$79,550.00	
Interest on interest-bearing current liabilities, etc., ...	23,810.96	
Rents paid for lease of road, ...	140,594.14	
Taxes, ...	23,114.37	
Total deductions from income, ...		\$267,069.47
Deficit, ...		\$647,568.72
Deficit from operations of year ending June 30, 1907, ...		\$647,568.72
Deficit on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...		286,239.94
Deductions for year, ...		470,289.58
Deficit on June 30, 1907 (for entry on "General Balance Sheet," p. 142), ...		1,404,098.24

Explanation of deductions for year ending June 30, 1907.

Profit and Loss.

Profit and loss accounts of merged lines, ...	\$538,954.45	
Accrued bond interest previous to current year, ...	317,616.67	
Other adjustments — equipment, etc., ...	12,436.53	
		\$869,007.65

Less.

Adjustment-equip. & Pers. Prop. H. & C. W., ...	\$130,054.00	
Profit from sale of stocks, ...	51,738.00	
Profit and loss accounts of merged lines, ...	20,192.99	
Adjustment — equipment, ...	35,495.11	
Other adjustments, ...	161,237.97	— 398,718.07
Net, ...		\$470,289.58

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acct. of Repay- ments, etc.	Actual Earnings.
Passenger—Passenger Revenue, ...	\$296,611.29		
Less Repayments—Tickets Redeemed, ...		\$315.35	
Excess Fares Refunded, ...		1,059.35	
Total Deductions, ...		\$1,374.70	
Total Passenger Revenue, ...			\$295,236.59
Mail, ...	14,542.33		
Express, ...	27,997.38		
Other Items, Milk, ...	66,614.94		109,154.65
Total Passenger Earnings, ...			\$404,391.24
Freight—Freight Revenue, ...	\$1,742,569.92		
Less Repayments:			
Overcharge to Shippers, ...		\$14,962.17	
Total Deductions, ...		\$14,962.17	
Total Freight Revenue, ...			1,727,607.75
Total Passenger and Freight Earnings, Other Earnings from Operation:			2,131,998.99
Rents not otherwise provided for, ...	10,086.47		
Other sources, Car Service and Switching	11,281.08		
Total other Earnings, ...			\$21,367.55
Total Gross Earnings from Operation, Entire Line, ...			2,153,366.54

Stocks Owned.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Hartford & Conn. West. R. R. Co., 16,400	\$1,640,000	2%	\$31,966.67	\$1,150,063.00
East Granby & Suffield R. R. Co., . 1,000	100,000	.....	.....	100,695.50
Windsor Locks R. R. Co., ... 400	40,000	.....	.....	1.00
Total, ...	\$1,780,000		\$31,966.67	\$1,250,759.50

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest on Deposits, ...	\$536.73	\$536.73
Rentals and Miscellaneous, ...	18,044.27	18,044.27
Total, ...	\$18,581.00	\$18,581.00

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway, ...	\$236,283.17
Renewals of Rails, ...	17,825.75
Renewals of Ties, ...	48,241.13
Repairs and Renewals of Bridges and Culverts, ...	959,501.11
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, ...	12,933.02
Repairs and Renewals of Buildings and Fixtures, ...	53,741.80
Repairs and Renewals of Docks and Wharves, ...	585.36
Repairs and Renewals of Telegraph, ...	2,178.87
Stationery and Printing, ...	559.87
Total, ...	\$1,331,850.08
Maintenance of Equipment:	
Superintendence, ...	\$12,393.27
Repairs and Renewals of Locomotives, ...	101,867.87
Repairs and Renewals of Passenger Cars, ...	23,712.20
Repairs and Renewals of Freight Cars, ...	54,243.98
Repairs and Renewals of Work Cars, ...	5,640.75
Repairs and Renewals of Shop Machinery and Tools, ...	7,552.70
Stationery and Printing, ...	405.09
Other Expenses, ...	5,816.96
Total, ...	\$211,632.82

Operating Expenses.—Continued.

Item.	Amount.
Conducting Transportation:	
Superintendence, ...	\$22,949.27
Engine and Roundhouse Men, ...	155,424.73
Fuel for Locomotives, ...	244,215.17
Water Supply for Locomotives, ...	9,439.05
Oil, Tallow, and Waste for Locomotives, ...	7,522.28
Other Supplies for Locomotives, ...	2,141.81
Train Service, ...	115,778.74
Train Supplies and Expenses, ...	11,505.47
Switchmen, Flagmen, and Watchmen, ...	80,349.46
Telegraph Expenses, ...	27,065.58
Station Service, ...	89,741.34
Station Supplies, ...	8,774.44
Car Per Diem and Mileage—Balance, ...	148,700.61
Hire of Equipment—Balance, ...	1,048.98
Loss and Damage, ...	9,290.68
Injuries to Persons, ...	10,999.58
Clearing Wrecks, ...	2,299.23
Operating Marine Equipment, ...	3,940.70
Advertising, ...	933.55
Rents for Tracks, Yards, and Terminals, ...	32,556.06
Rents of Buildings and Other Property, ...	1,403.67
Stationery and Printing, ...	10,935.86
Other Expenses, ...	197.75
Total,	\$997,214.01
General Expenses:	
Salaries of General Officers, ...	\$12,908.66
Salaries of Clerks and Attendants, ...	16,869.00
General Office Expenses and Supplies, ...	1,408.64
Insurance, ...	3,136.39
Law Expenses, ...	2,534.68
Stationery and Printing (General Offices), ...	2,999.97
Other Expenses, ...	3,859.21
Total,	\$48,716.55
Recapitulation of Expenses:	
Maintenance of Way and Structures, ...	\$1,331,850.08
Maintenance of Equipment, ...	211,632.82
Conducting Transportation, ...	997,214.01
General Expenses, ...	43,716.55
Grand Total,	\$2,584,413.46

Percentage of expenses to earnings—entire line, 120.02%.

Rentals Paid.

(a) Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Connecticut Western,	\$31,500.00	\$58,474.67	\$23,516.45	\$113,491.12
Dutchess Co. R. R. Co., . . .	15,750.00	.....	1,712.89	17,462.89
Newburgh, Dutchess & Conn. R. R. Co., . . . . .	.....	.....	9,640.13	9,640.13
Total, ...	\$47,250.00	\$58,474.67	\$34,869.47	\$140,594.14

(b) Rents paid for lease of tracks, yards, and terminals:

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks:			
Agawam Jc. & Springfield,	Boston & Albany, (N. Y. C. lessee), ...	\$15,000.00	\$15,000.00
Terminals:			
Springfield, Mass., . . .	Boston & Albany (N. Y. C. lessee), ...	\$5,244.90	17,556.06
Hartford, Conn., ...	N. Y., N. H. & H. R. R. Co.	1,500.00	
Hopewell, N. Y., ...	N. Y., N. H. & H. R. R. Co.	10,811.16	
Grand Total Rents,.....	.....	.....	\$32,556.06

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$12,686,206.28	Cost of Road (p. 136), . .	\$16,539,765.21	\$3,853,558.93	
407,931.00	Cost of Equipment (p. 136)	564,342.29	156,411.29	
1,000,921.50	Stocks Owned (p. 138), . .	1,250,759.50	249,838.00	
475,266.25	H. & C. W. R. R. Betterments, . .	518,253.64	42,987.39	
462,398.46	H. & C. W. R. R. Cons., Springfield Branch, . .	212,398.46	.....	\$250,000.00
54,587.50	Equipment and Personal Property H. & C. W. R. R.	46,387.62	.....	8,199.88
71,257.83	Equipment and Personal Property, Newburgh, Dutchess & Conn. R. R. Co., . .	.....	.....	71,257.83
250,730.38	Cash and Current Assets (p. 135), ...	485,896.37	235,165.99	
	Other Assets:			
84,272.56	Materials and Supplies, . .	125,586.52	41,313.96	
1,889.44	Prepaid Insurance, . .	2,146.63	257.19	
286,239.94	Profit and Loss (p. 137), . .	1,404,098.24	1,117,858.30	
\$15,781,701.14	Grand Total, ...	\$21,149,634.48	\$5,367,933.34	

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$6,600,000.00	Capital Stock (p. 133), . .	\$8,550,000.00	\$1,950,000.00	
8,500,000.00	Funded Debt (p. 134) . .	10,730,500.00	2,230,500.00	
326,379.22	Current Liabilities (p. 135)	1,275,267.50	948,888.28	
26,041.66	Accrued Interest on Funded Debt not yet payable, . .	360,708.33	334,666.67	
209,125.00	H. & Ct. W. R. R. Co. Equipment and Personal Property Leased, . .	209,125.00		
19,547.50	Accrued Rentals not yet payable, ...	21,205.84	1,658.34	
2,284.17	Estimated Taxes, ...	2,827.81	543.64	
98,323.59	Newburgh, Dutchess & Conn. R. R. Co. Equipment and Personal Property Leased, . .	.....	.....	\$98,323.59
\$15,781,701.14	Grand Total, ...	\$21,149,634.48	\$5,367,933.34	

Important Changes During the Year.

No. 1. The increase in mileage of road operated is explained as follows: Poughkeepsie & Eastern Railway Co. (see item 5), 34.99 miles.

Under agreement, the Central New England Railway Company has operated the tracks of the New York, New Haven & Hartford Railroad Company between Wicopee Jct., N. Y. and Fishkill Landing, N. Y., a distance of 1.65 miles, since Sept. 15, 1906.

No. 2. None.

No. 3:

New operators' cabin at Poughkeepsie, N. Y., ...	\$158.48
Team track, etc., at Pleasant Valley, ...	96.74
Ice loading plant at West Pine Plains, ...	6,720.89
New rails, Highland-Berea, ...	2,124.30
Land purchased in town of Loyd, N. Y., ...	2,250.00
Connection between P. & E. and C. N. E., Poughkeepsie, .	556.03
Double track, Berea-Campbell Hall, ...	1,768.45
Improvements at Highland, ...	336.21
Improvements at Maybrook, ...	54,794.28
New siding at Hopewell, ...	2,208.25
Improvements on N., D. & C. Division, ...	100.73
Poughkeepsie Bridge improvements, ...	896,012.56
Ballasting track, Highland-Mowbray, ...	10,236.24
	\$977,363.16

Nos. 4 and 5. Under agreement dated June 7, 1907, the capital stock, franchises, and property of the following lines were merged with the Central New England Railway Company, effective June 25, 1907:

Poughkeepsie Bridge Railroad Company.

Dutchess County Railroad Company.

Newburgh, Dutchess and Connecticut Railroad Company.

Poughkeepsie and Eastern Railway Company.

No. 6. During the fiscal year there were issued 13,500 shares of common stock and 6,000 shares of preferred stock at par, in exchange for a like par value of stock of the

Poughkeepsie Bridge Railroad Company.

Dutchess County Railroad Company.

Newburgh, Dutchess and Connecticut Railroad Company.

Poughkeepsie and Eastern Railway Company.

No. 7. None.

No. 8. None.

Contracts, Agreements, etc.

No. 1. The Adams Express Company and the American Express Company operate over the road. The compensation is a percentage of the gross earnings.

No. 2. The mail service is performed in accordance with acts of the Congress, and for the compensation fixed by the Post-Office Department.

No. 3. None.

Nos. 4, 5, and 6. This company has arrangements with its connections for the interchange of freight and passengers, whereby it receives in some cases its local rates and in other cases a proportion of the through rate based on the relative mileage.

No. 7. The Western Union Telegraph Company own and operate entire telegraph line. This company has use of same for railroad business.

No. 8. Contracts with Columbia Telephone Company, Copake Telephone Company, Dutchess County Telephone Company, East Fishkill Telephone Company, Hudson River Telephone Company, Red Hook Telephone Company, Rhinebeck Telephone Exchange, Sharon Telephone Company, Southern New England Telephone Company, State Line Telephone Company, for exchange, with the usual terms granted to railroad companies.

No. 9. None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equip ment, Income, or Securities Mortgaged.
	From—	To—	Miles.		
Mortgage	Campbell Hall, N. Y. Poughkeepsie, Dutchess Jct. Poughkeepsie,	Silvernails, N. Y. Hopewell, State Line, Boston Corners, }	163.83	65,498	All

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, ...	10	1,464	\$12,908.66	\$8.82
General Office Clerks, ...	37	7,704	16,628.50	2.16
Station Agents, ...	58	18,100	31,673.26	1.75
Other Station Men, ...	212	67,397	114,726.66	1.70
Enginemen, ...	84	20,885	82,968.35	3.97
Firemen, ...	61	20,601	44,889.15	2.18
Conductors, ...	45	13,250	42,759.36	3.23
Other Trainmen, ...	93	34,181	76,056.45	2.23
Machinists, ...	60	10,472	26,308.49	2.51
Carpenters, ...	59	17,031	41,331.77	2.43
Other Shopmen, ...	193	18,516	37,916.89	2.05
Section Foremen, ...	55	15,546	34,194.40	2.20
Other Trackmen, ...	336	85,638	128,394.89	1.50
Switch&Crossing Tenders & Watchmen	92	37,916	89,319.32	2.36
Telegraph Operators and Dispatchers,	37	12,191	25,259.88	2.07
All other Employees and Laborers, .	114	80,474	148,903.41	1.85
Total (including "General Officers"),	1,546	461,416	\$954,239.44	\$2.07
Less "General Officers,"	10	1,464	12,908.66	8.82
Total (excluding "General Officers"),	1,536	459,952	\$941,330.78	\$2.05
Distribution of Above :				
General Administration, ...	47	9,168	29,537.16	3.22
Maintenance of Way and Structures, .	529	134,101	228,306.35	1.70
Maintenance of Equipment, ...	296	93,880	180,480.95	1.92
Conducting Transportation, ...	674	224,267	515,914.98	2.30
Total (including "General Officers"),	1,546	461,416	\$954,239.44	\$2.07
Less "General Officers", ...	10	1,464	12,908.66	8.82
Total (excluding "General Officers"),	1,536	459,952	\$941,330.78	\$2.05

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	742,025			
No. of passengers carried one mile,	12,480,521			
No. of passengers carried 1 mile per mile of rd.,	47,893			
Average distance carried, miles,	16.82			
Total passenger revenue,		295,236	59	
Average amt received from each passenger,			39	788
Average receipts per passenger per mile,			02	366
Total passenger earnings,		404,391	24	
Passenger earnings per mile of road,		1,551	83	
Passenger earnings per train mile,			72	953
Freight Traffic:				
No. of tons carried of freight earning revenue,	2,707,186			
No. of tons carried one mile,	138,124,104			
No. of tons carried one mile per mile of road,	530,044			
Average distance haul of one ton, miles,	51.02			
Total freight revenue,		1,727,607	75	
Average amt received for each ton of freight,			63	816
Average receipts per ton per mile,			01	251
Total freight earnings,		1,727,607	75	
Freight earnings per mile of road,		6,629	60	
Freight earnings per train mile,		2	73	205
Total Traffic:				
Gross earnings from operation,		2,153,366	54	
Gross earnings from operation per mile of rd.,		8,263	43	
Gross earnings from operation per train mile,		1	91	084
Operating expenses,		2,584,413	46	
Operating expenses per mile of road,		9,917	55	
Operating expenses per train mile,		2	29	334
Income from operation,		431,046	92	
Income from operation per mile of road,		1,654	12	
Car Mileage, etc.:				
Mileage of passenger cars,	1,509,425			
Average No. of passenger cars per train mile,	2.72			
Average No. of passengers per train mile,	23.			
Mileage of loaded freight cars—North or East,	5,865,655			
Mileage of loaded freight cars—South or West,	2,329,880			
Mileage of empty freight cars—North or East,	494,165			
Mileage of empty freight cars—South or West,	4,060,809			
Average No. of freight cars per train mile,	20.16			
Average No. of loaded cars per train mile,	12.96			
Average No. of empty cars per train mile,	7.20			
Average No. of tons of freight per train mile,	218.43			
Average No. tons freight per loaded car mile,	16.85			
Average mileage operated during year,	260.59			
Train Mileage:				
Mileage of revenue passenger trains,	494,573			
Mileage of revenue mixed trains,	59,746			
Mileage of revenue freight trains,	572,602			
Mileage of locomotives empl. in helping trains,	45,366			
Percentage of helping to revenue train mil'ge,	07.17			
Total revenue train mileage,	1,126,921			
Mileage of non-revenue trains,	15,259			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, ...	19,336	77,365	96,701	3.57
Flour, ...	7,451	33,069	40,520	1.50
Other Mill Products, ...	16,990	47,630	64,620	2.39
Hay, ...	8,815	38,254	47,069	1.74
Tobacco, ...	1,889	1,697	3,586	.13
Cotton, . . . . .	.....	58,029	58,029	2.14
Fruit and Vegetables, ...	8,748	20,807	29,555	1.09
Products of Animals:				
Live Stock, ...	1,236	1,352	2,588	.09
Dressed Meats, ...	1,470	5,330	6,800	.25
Other Packing-House Products, ...	259	4,852	5,111	.19
Poultry, Game, and Fish, ...	15	1,009	1,024	.04
Wool, ...	736	17,654	18,390	.68
Hides and Leather, ...	951	31,819	32,770	1.21
Products of Mines:				
Anthracite Coal, . . . . .	.....	814,198	841,198	30.08
Bituminous Coal, . . . . .	.....	66,343	66,343	2.45
Coke, . . . . .	.....	4,842	4,842	.18
Ores, ...	26,306	14,119	40,425	1.49
Stone, Sand, and other like articles, ...	5,288	42,945	48,183	1.78
Products of Forest:				
Lumber, ...	37,894	76,100	113,994	4.21
Charcoal, ...	14,018	14,172	28,190	1.04
Manufactures:				
Petroleum and other Oils, ...	7,023	15,440	22,463	0.83
Sugar, ...	304	1,572	1,876	.07
Iron—Pig and Bloom, ...	20,952	115,251	136,203	5.03
Iron and Steel Rails, ...	477	3,125	3,602	.13
Other Castings and Machinery, ...	13,792	87,297	101,089	3.74
Bar and Sheet Metal, ...	3,026	55,519	58,545	2.16
Cement, Brick, and Lime, ...	58,742	129,052	187,794	6.94
Agricultural Implements, ...	842	13	855	.03
Wagons, Carriages, Tools, etc., ...	5,689	49,800	55,489	2.05
Wines, Liquors, and Beers, ...	2,000	8,901	10,901	.40
Household Goods and Furniture, ...	1,470	9,539	11,009	.41
Merchandise, ...	44,516	222,910	267,426	9.88
Miscellaneous—Other commodities not mentioned above, ...	66,966	260,030	326,996	12.08
Total Tonnage—Entire Line, ...	377,151	2,330,035	2,707,186	100.

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH		
			Train Brake. No.	Name.	Auto. Coupler. No.
Locomotives—owned and leased:					
Passenger, ...	5	21	21	Westinghouse	21
Freight, ...	2	29	29	"	29
Switching, ...	2	8	8	{ 7 " 1 Amer. Steam	8
Total Locomotives in Serv.,	9	58	58	.....	58
Less Locomotives Leased,	.....	5	5	.....	5
Total Locomotives Owned,	9	53	53	.....	53
Cars Owned and Leased:					
In Passenger Service—					
First-class cars, ...	6	13	13	Westinghouse	13
Second-class cars, ...	6	14	14	.....	14
Combination cars, ...	4	14	14	.....	14
Baggage, Exp., and Postal cars, .....	.....	9	9	.....	9
Other Cars in Passenger Service,	4	4	4	.....	4
Total, ...	20	54	54	.....	54
In Freight Service—					
Box cars, ...	13	98	96	.....	97
Flat cars, ...	6	55	50	.....	52
Stock cars, ...	1	3	3	.....	3
Coal cars, ...	1	202	195	.....	202
Total, ...	21	358	344	.....	354
In Company's Service—					
Officers' and Pay Cars, . . . . .	.....	1	1	.....	1
Gravel cars, . . . . .	.....	10	.....	.....	.....
Derrick cars, . . . . .	.....	4	4	.....	4
Caboose cars, ...	1	29	22	.....	29
Other Road cars, ...	4	43	43	.....	43
Total, ...	5	87	70	.....	77
Total Cars in Service, ...	46	499	468	.....	485
Less Cars Leased, . . . . .	.....	82	82	.....	82
Total Cars Owned, ...	46	417	386	.....	403

Cars contributed to Fast Freight Line service: None.

Mileage.

(a) Mileage of road operated (all tracks) :

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Represented by Capital Stock. Branch's & Spurs.	Line Operat'd Under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	Steel Rails.
Miles of single track, . . .	57.60	106.23	123.96	1.65	3.50	292.94	292.94
Miles of second track, . . .	3.60	.....	.....	.....	.....	3.60	3.60
Miles of yard track and sidings,	30.93	16.10	24.31	10.98	.....	82.32	82.32
Total Mileage Operated— (All Tracks), . . .	92.13	122.33	148.27	12.63	3.50	378.86	378.86

(b) Mileage of line operated, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Represented by Capital Stock. Branch's & Spurs.	Line Operat'd under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	Steel Rails.
New York, . . .	57.60	106.23	42.50	1.65	.....	207.98	207.98
Connecticut, . . .	.....	.....	77.26	.....	.....	77.26	77.26
Massachusetts, . . .	.....	.....	4.20	.....	3.50	7.70	7.70
Total Mileage Operated— Single Track, . . .	57.60	106.23	123.96	1.65	3.50	292.94	292.94

(c) Mileage of line owned, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock, Main Line.	Line Represented by Capital Stock, Branches & Spurs.	Total Mileage Owned.	Steel Rails.
New York, .	57.60	106.23	163.83	163.83

Mileage—State of Connecticut.

(a) Mileage of road operated (all tracks) :

Line in Use.	Line Operated Under Lease.	Total Mileage Operated.	Steel Rails.
Miles of single track, ...	77.26	77.26	77.26
Miles of yard track and sidings,	19.25	19.25	19.25
Total Mileage Operated— (All Tracks), ...	96.51	96.51	96.51

(b) Mileage of line operated by States and Territories (single track).

State of Connecticut.	Line Operated Under Lease.	Total Mileage Operated.	Steel Rails.
Total Mileage Operated— (Single Track), ...	77.26	77.26	77.26

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel, ...	207.42	60 lbs.	\$18.00
"	1.20	65 "	18.00
"	260.17	67 "	28.50
"	48.96	70 "	18.00
"	2.01	79 "	20.00
"	36.33	80 "	28.00
"	245.04	100 "	30.25
Total, ...	801.13	.....	\$26.36

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point.
Oak and Chestnut :		
First Quality, ...	76,776	52.2 cts.
Second Quality, ...	20,127	35.6 cts.
Total, ...	96,903	48.7 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Wood— Cords.	Total Fuel Consumed—Tons	Miles Run.	Average Pounds Consumed Per Mile.
Passenger, . . .	21,843	36	21,861	496,147	38.12
Freight, . . .	56,031	44	56,058	645,157	173.77
Switching, . . .	14,245	16	14,253	283,849	100.43
Construction, . . .	2,950	8	2,854	28,138	202.86
Total, . . .	94,969	104	95,021	1,453,291	130.77
Av. cost at distribtg. pnt.,	\$2.46	\$1.75	.....	.....	.....

Accidents to Persons.

(a) Accidents resulting from the movement of trains, locomotives, or cars:
EMPLOYEES.

Kind of Accident.	TRAINMEN.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling, ...	1	3	1	3
Collisions, ...	..	7	..	7
Parting of trains, ...	..	2	..	2
Falling from trains, locomotives, or cars, ...	2	7	2	7
Jumping on or off trains, locomotives or cars, ...	..	4	..	4
Overhead obstructions, ...	..	2	..	2
Other causes, ...	..	4	..	4
Total, ...	3	29	3	29

Average number employed during year : 283 trainmen, 92 switch tenders, 270 station men, 312 shopmen, 391 trackmen, 37 telegraph employees, other employees, 161 ; total, 1,546.

OTHER PERSONS.

Kind of Accident.	Passen- gers. Injured.	Postal Clerks, Express Messen- gers, etc.	TRESPASSING.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.
Collisions, ...	1	..	..	..	..	..
Jumping on or off trains, loco- motives, or cars, ...	2	..	..	1	..	1
Struck by trains, locos. or cars— At other points along track, ...	..	..	1	..	1	..
Other causes, ...	2	1	..	..	..	1
Total, ...	5	1	1	1	1	2

Accidents to Persons. — Continued.

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	Trackmen Injured.	Total Injured.
Handling supplies, ...	1	1

SUMMARY.

[Tables a and b.]

	Total Killed.	Total Injured.
Table a:		
Railway Employees, ...	3	29
Passengers, ...	..	5
Postal Clerks, etc., ...	..	1
Other Persons, ...	1	1
Table b:		
Railway Employees, ...	..	1
Grand Total, ...	4	37

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Campbell Hall	Silvernails.	57.60	88	15.44	42.16
Poughkeepsie	Hopewell.	12.40	23	3.39	9.01
State Line	Dutchess Jct.	58.84	157	23.11	35.73
Poughkeepsie	Boston Corners	34.99	46	11.16	23.83
Hartford	Rhinecliff.	109.75	333	49.76	59.99
Tariffville	Agawam Jct.	14.21	17	3.26	10.95
Wicopee Jct.	Fishkill Landing	1.65	6	.81	.84
Total, ...		289.44	670	106.93	182.51

Characteristics of Road.— *Continued.*

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
19.57	28	673.9	22.24	19	545.1	15.79
2.60	8	210.0	5.50	7	154.0	4.30
6.53	41	1,453.1	38.17	25	692.9	14.14
7.73	26	964.0	15.30	23	262.0	11.96
14.50	75	1,941.1	44.95	83	1,969.2	50.30
1.78	10	201.5	6.66	7	224.6	5.77
.54	.....	.....	.....	1	60.0	1.11
58.25	188	5,443.6	132.82	165	3,907.8	103.37

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges — Iron,	127	11,697	6	1	..	6,767	..
Wooden,	163	2,516	11	2	..	100	..
Combinat'n,	6	2,168	9	116	9	484	..
Total,	296	16,383	2	..	..	..	..
Trestles,	65	12,824	9	12	6	1,600	..

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossing: Bridges, ...	38	15	0
Overhead Railway Crossings: Bridges, ...	4	19	4

GAUGE OF TRACK — 4 feet $8\frac{1}{2}$ inches, 163.83 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
283	753	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
American Refrigerator Transit Co., ...	Refrigerator,	$3/4$	\$149.36
Arms Palace Horse Car Co., ...	Stock,	$6/10$	16.26
Armour Refrigerator Line, ...	Box,	$6/10$	23.69
Armour Refrigerator Line, ...	Refrigerator,	$3/4$	147.95
American Steel and Wire Co., ...	Coal,	$6/10$	.44
Abernathy Furniture Co., ...	Box,	$6/10$	1.32
American Cotton Oil Co., ...	Tank,	$3/4$	.90
American Fast Freight Line, ...	Refrigerator,	$3/4$	.60
Bay Terminal, ...	Tank,	$3/4$	19.04
Booth & Co., ...	Refrigerator,	$3/4$	2.70
Berwind-White Coal Mining Co., ...	Coal,	$6/10$	14.69
Cleveland Provision Co., ...	Refrigerator,	$3/4$	.60
Crew Levick Co., ...	Tank,	$3/4$	.60
Cornplanter's Tank Line, ...	Tank,	$3/4$	3.00
Cudahy Refrigerator Line, ...	Refrigerator,	$3/4$	12.32
Chicago, New York & Boston Refrigerator,	Refrigerator,	$3/4$	10.25
Crescent Tank Line, ...	Tank,	$3/4$	.30
Contract Process Transit Co., ...	Refrigerator,	$3/4$	.10
Continental Fruit Co., ...	Refrigerator,	$3/4$	1.80

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Continental Refining Co., ...	Tank,	3/4	\$ 3.60
Cutting, Frank A., ...	Rack,	6/10	6.85
Cudahy Mil. Refrigerator Line, ...	Refrigerator,	3/4	.60
Chicago Refrigerator Car Co., ...	Refrigerator,	3/4	1.20
Cold Blast Transportation Co., ...	Refrigerator,	3/4	3.28
Cedar Rapids Refrigerator Co., ...	Refrigerator,	3/4	.60
Dold, J., Packing Co., ...	Refrigerator,	3/4	1.20
Doud Stock Car Co., ...	Stock,	6/10	3.12
Dairy Shipper's Despatch, ...	Refrigerator,	3/4	12.60
Emery Manufacturing Co., ...	Box,	6/10	3.09
Franklin Tank Line, ...	Tank,	3/4	1.80
Fairbanks Refrigerator Despatch, ...	Refrigerator,	3/4	1.20
German-American Car Co., ...	Refrigerator,	3/4	.70
German-American Tank Line, ...	Tank,	3/4	.30
Gulf Refining Co., ...	Tank,	3/4	14.66
Heinz, H. J., ...	Refrigerator,	3/4	6.93
Horlick's Food Co., ...	Box,	6/10	3.25
Indianapolis Abattoir Co., ...	Refrigerator,	3/4	6.37
Indianapolis Refrigerator Express, ...	Refrigerator,	3/4	.30
Independent Refining Co., ...	Tank,	3/4	.60
Jamison Coal & Coke Co., ...	Coal,	6/10	3.97
Kellog, Spencer Co., ...	Tank,	3/4	26.27
Kentucky Refining Co., ...	Tank,	3/4	12.60
Lake Carriers' Oil Co., ...	Tank,	3/4	.99
Libby, McNeil & Libby, ...	Refrigerator,	3/4	.19
Mather Horse Car Co., ...	Stock,	6/10	1.40
Morris & Co., ...	Box,	6/10	.24
Morris & Co., ...	Refrigerator,	3/4	52.55
Morrell Refrigerator Line, ...	Refrigerator,	3/4	2.40
Merchant's Despatch Transportation Co., ...	Box,	6/10	57.77
Merchant's Despatch Transportation Co., ...	Refrigerator,	3/4	224.22
Milwaukee Refrigerator Transit Co., ...	Refrigerator,	3/4	109.03
Missouri River Despatch, ...	Refrigerator,	3/4	96.73
Midland Linseed Despatch, ...	Tank,	3/4	.60
Miller Oil Works, ...	Tank,	3/4	1.06
National Despatch Line, ...	Box,	6/10	111.62
National Car Line, ...	Box,	6/10	.24
National Car Line, ...	Refrigerator,	3/4	136.39
North & South Rolling Stock Co., ...	Stock,	3/4	.30
Overland Refrigerator Express, ...	Refrigerator,	3/4	1.50
Pittsburg Oil Refining Co., ...	Tank,	3/4	.10
Pittsburg, Buffalo Co., ...	Coal,	6/10	1.70
Pacific Fruit Express, ...	Refrigerator,	3/4	1.72
Pure Oil Co., ...	Tank,	3/4	1.20
Provision Dealer's Despatch, ...	Refrigerator,	3/4	14.40
Proctor & Gamble, ...	Tank,	3/4	6.60
Pennsylvania Paraffine Works, ...	Tank,	3/4	6.00
Produce Shipper's Despatch, ...	Refrigerator,	3/4	6.47
Pennsylvania Gas & Coal Co., ...	Coal,	6/10	16.22
Seneca Oil Works, ...	Tank,	3/4	1.80
Santa Fe Refrigerator Despatch, ...	Refrigerator,	3/4	29.83
Stark's Potato Car Line, ...	Refrigerator,	6/10	.24
Springfield Brewing Co., ...	Refrigerator,	3/4	.81
St. Louis Refrigerator Car Co., ...	Refrigerator,	3/4	80.87

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Shipper's Refrigerator Car Co., . . .	Refrigerator,	3/4	20.90
Street's Western Stable Car Line, . . .	Stock,	6/10	9.71
Swift Refrigerator Line, ...	Box,	6/10	2.24
Swift Refrigerator Line, ...	Refrigerator,	3/4	42.95
Swift Live Stock Express, ...	Stock,	6/10	.48
Susquehanna Coal Co., ...	Coal,	6/10	1.03
Steger & Sons, ...	Box,	6/10	.39
Solvay Process Co., ...	Tank,	3/4	.60
Sterling Tank Line, ...	Tank,	3/4	.30
Tidewater Oil Co., ...	Tank,	3/4	4.50
Union Refrigerator Transit Co., . . .	Refrigerator,	3/4	23.20
Union Tank Line, ...	Tank,	3/4	364.21
Union Petroleum Co., ...	Tank,	3/4	3.00
Venice Transit Co., ...	Flat,	6/10	.15
Wilburne Oil Works, ...	Tank,	3/4	.30
Westmoreland Coal Co., ...	Coal,	6/10	23.61
Waverly Oil Co., ...	Tank,	3/4	27.59
Wellock Oil Works, ...	Tank,	3/4	.30
Western Refrigerator Transit Co., . .	Refrigerator,	3/4	.60
Webster Coal & Coke Co., ...	Coal,	6/10	1.86
Total, ...			\$2,014.12

Taxes and Assessments of all Kinds.

(a) For reporting Company's owned and proprietary lines:

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Ad Valorem Tax on the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.	Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned, not Used in Operation, and Miscellaneous.	Total.
New York,	\$19,208.24	\$3,144.24	\$552.68	\$209.21	\$23,114.37

(b) For reporting company's leased and operated lines:

Name of Road.	Ad Valorem Tax on the Value of Real and Personal Property.	Ad Valorem Tax on the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.	Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned, not Used in Operation, and Miscellaneous.	Total.
Hartford and Conn. Western R. R. Co.	\$6,500.50	\$16,707.86		\$285.59	\$23,493.95
Dutchess Co. R. R. Co., .	1,344.52	225.00		45.04	1,614.56
Newburgh, Dutchess and Conn. R. R. Co., . . .	7,475.12	825.00	\$67.63	289.04	8,656.79
Total, .	\$15,320.14	\$17,757.86	\$67.63	\$619.67	\$33,765.80

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 1st day of October, 1907.

MAURICE K. DUGAN,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under the laws of what Government, State, or Territory organized: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a Resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to authorize the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor through reorganization after foreclosure of the Philadelphia, Reading & New England R. R. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading & New England R. R. Co. was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Co., incorporated in New York, May 31, 1871, and the Central New England & Western R. R. Co., formed July 22, 1889, by consolidation of the Hudson Connecting R. R. Co. and the Poughkeepsie & Connecticut R. R. Co., date July 22, 1889, and August 1, 1892.

What carrier operates the road of this company? Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
G. MACCULLAGH MILLER,	New York, N. Y.	December 17, 1907.
WILLIAM ROCKEFELLER,	" "	" "
J. PIERPONT MORGAN,	" "	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
EDWIN MILNER,	Moosup, Conn.	" "
CHARLES S. MELLEN,	New Haven, Conn.	" "
GEORGE J. BRUSH,	" "	" "
FRANK W. CHENEY,	So. Manchester, Conn.	" "
HENRY GAY,	Winsted, Conn.	" "
EDWIN W. SPURR,	Falls Village, Conn.	" "
ROBERT SCOVILLE,	Chapinville, Conn.	" "
CHARLES F. BROOKER,	Ansonia, Conn.	" "

Total number of stockholders at date of last election: 635.

Date of last meeting of stockholders for election of directors: Third Tuesday in December, 1906.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Robt. T. Bird, Auditor, Central New England Railway Co., Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Secretary,	J. G. PARKER,	" "
Treasurer,	A. S. MAY,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which, from lease or from other assignment for operation, is included in the income account, p. 162.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Hartford & Conn. West'n.	Hartford, Conn.,	Rhinecliff, N. Y.	Central New Eng-land.	Lease.	109.75
Springfield Branch.	Tariffville, Conn.,	Agawam Jc., Mass.	Central New Eng-land.	Lease.	14.21

Total Mileage, ... 123.96

Property Leased, or Otherwise Controlled for Operation.

The Hartford and Connecticut Western Railroad was leased to the Central New England and Western Railroad Company under date of February 4, 1890,

for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by the reorganization committee, October 5, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, dated July 22, 1889, and August 1, 1892.

EXPLANATORY REMARKS.—Capital at the time of the August, 1906, dividend, \$2,714,300.00; capital at the time of the February, 1907, dividend, \$2,965,500.00.

Dividend August, 1906 (one per cent. on \$2,714,300.00), \$27,143.00; dividend February, 1907 (one per cent. on \$2,965,500.00), \$29,655.00; total, \$56,798.00.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000.00	\$2,965,500.00	2	\$56,798.00

Manner of Payment for Capital Stock.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash: Common,	2,500	\$250,000.00	2,500	\$250,000.00
Issued for Bonds of the Connecticut Western Railroad Company—Common,	15	.....	19,155	.....
Issued for the purchase of the Rhinebeck & Connecticut Railroad—Common,	.....	.....	8,000	.....
Total,	2,515	\$250,000.00	29,655	\$250,000.00

REMARKS — 8,028 shares are held by 457 Connecticut residents.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	July 1, 1903.	July 1, 1923.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4½	January 1st and July 1st.	\$31,500.00	\$31,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 161),	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1907.
Cash, ... \$329.04	Audited Vouchers and Accounts, ... \$212,398.46
Total — Cash and Current Assets, ... \$ 829.04	
Balance — Current Liabilities, ... 211,569.42	
Total, ... \$212,398.46	Total, ... \$212,398.46

Material and supplies on hand: None.

Recapitulation.

(a) For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 160), ...	\$2,965,500.00	\$2,965,500.00	123.96	\$23,923.00
Bonds (p. 161), ...	700,000.00	700,000.00	123.96	5,647.00
Total, ...	\$3,665,500.00	\$3,665,500.00	123.96	\$29,570.00

(b) For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account: None.

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Total Construction, ...	\$3,497,403.71	\$3,497,403.71
Cost of Construction per mile of line, ...	\$28,213.97	\$28,213.97
Total cost per mile of line, ...	\$28,213.97	\$28,213.97

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditure for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Income Account.

Income from lease of road, ...	\$113,491.12
Deductions from income:	
Interest on funded debt accrued, ...	31,500.00
Taxes, ...	23,493.95
Conversion of bonds into stock, ...	22.50
Excess of amount accrued on dividend account above that paid, ...	1,676.67
Total deductions from income, ...	56,693.12
Net income, ...	\$56,798.00
Dividends, 2%, common stock, ...	56,798.00
Deficit on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...	175,040.71
Deficit on June 30, 1907 (for entry on "General Balance Sheet"), ...	175,040.71

Earnings from Operation.

Included in report of Central New England Railway Company.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Included in report of Central New England Railway Company.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.
\$3,497,403.71	Cost of road (p. 162), ...	\$3,497,403.71
209,125.00	Central New England Railway Company, ...	209,125.00
	Equipment and Personal Property Leased.	
829.04	Cash and Current Assets (p. 161), ...	829.04
175,040.71	Profit and Loss (p. 162), ...	175,040.71
\$3,882,398.46	Grand Total, ...	\$3,882,398.46

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$2,714,000.00	Capital Stock (p. 160), ...	\$2,965,500.00	\$251,500.00	.....
6,000.00	Convertible Bonds, ...	4,500.00	.....	\$1,500.00
700,000.00	Funded Debt (p. 161), ...	700,000.00	.....	.....
462,398.46	Current Liabilities (p. 161,)	212,398.46	.....	250,000.00
\$3,882,398.46	Grand Total, ...	\$3,882,398.46	.....	.....

Important Changes During the Year.

During the fiscal year ending June 30, 1907, there were issued \$251,500.00 common stock, making the total outstanding as of June 30, 1907, \$2,965,500.00, \$250,000.00 of which were issued to decrease current liabilities. The balance, \$1,500.00, represents 15 shares issued in exchange for 5 \$500.00 bonds of the Connecticut Western Railroad Company at 6 per cent.

Contracts, Agreements, etc.

Included in report of Central New England Railway Company.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To —	Miles.		
First Mortgage, .	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	\$6,378	Entire.

Employees and Salaries.

Included in report of Central New England Railway Company.

Traffic and Mileage Statistics.

Included in report of Central New England Railway Company.

Freight Traffic Movement.

Included in report of Central New England Railway Company.

Description of Equipment.

Leased to the Central New England Railway Company.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINES REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Iron Rails.	Steel Rails.
	Main Line.	Branches and Spurs.			
Connecticut, . . .	67.25	10.01	77.26	.....	77.26
New York, . . .	42.50	.....	42.50	.....	42.50
Massachusetts, . . .	.....	4.20	4.20	.....	4.20
Total Mileage owned,	109.75	14.21	123.96	.....	123.96

Renewals of Rails and Ties.

Included in report of Central New England Railway Company.

Consumption of Fuel by Locomotives.

Included in report of Central New England Railway Company.

Accidents to Persons.

Included in report of Central New England Railway Company.

Characteristics of Road.

Included in report of Central New England Railway Company.

BRIDGES, TRESTLES, TUNNELS, ETC.

Included in report of Central New England Railway Company.

GAUGE OF TRACK — 4 feet 8½ inches. 123.96 miles.

Telegraph.

Included in report of Central New England Railway Company.

Car Mileage.

Included in report of Central New England Railway Company.

Taxes and Assessments of all Kinds.

For reporting Company's owned and proprietary lines:

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Ad Valorem Tax on the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation.	On Property Owned, not Used in Operation, and Miscellaneous.	Total.
Connecticut, . .	\$330.45	\$15,447.00	\$131.24	\$15,908.69
New York, . .	6,160.57	526.18	154.35	6,841.10
Massachusetts, . .	9.48	734.68	.....	744.16
Total, . .	\$6,500.50	\$16,707.86	285.59	\$23,493.95

Oath.

COUNTY OF NEW HAVEN, }
STATE OF CONNECTICUT, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Hartford and Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have

carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 1st day of October, 1907.

MAURICE K. DUGAN,
Notary Public.

THE NEW ENGLAND RAILROAD COMPANY.

History.

Name of common carrier making this report: The New England Railroad Company.

Date of organization: August 26, 1895.

Under Laws of what Government, State, or Territory organized: Massachusetts, Laws of 1895, Chapter 484. Connecticut, Laws of 1895, page 8.

What carrier operates the road of this Company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
CHARLES S. MELLEN,	New Haven, Conn.	October 16, 1907.
FRANK W. CHENEY,	So. Manchester, Conn.	" "
D. NEWTON BARNEY,	Hartford, Conn.	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "
NATHANIEL THAYER,	Boston, Mass.	" "
CHARLES F. BROOKER,	Ansonia, Conn.	" "
FAYETTE S. CURTIS,	Boston, Mass.	" "
ROBERT W. TAFT,	Providence, R. I.	" "
ROBERT KNIGHT,	Providence, R. I.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "

Total number of stockholders at date of last election, 19.

Date of last meeting of stockholders for election of directors: October 17, 1906.

Post-office address of general office: Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed: J. M. TOMLINSON, General Auditor, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	FAYETTE S. CURTIS,	Boston, Mass.
Secretary,	JOHN G. PARKER,	New Haven, Conn.
Treasurer,	GEORGE B. PHIPPEN,	Boston, Mass.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account (p. 172):

Name.	TERMINALS.		By what Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From—	To—			
The New England,	Boston, Mass.,	Hopew'l Jc., N.Y.	N.Y., N.H. & H.R.R.	99 yr. lease.	213.56
"	Wickopee Jc., N.Y.	Fishkill Ldg.,	"	"	1.80
Providence Branch,	Providence, R. I.,	Willimantic, Ct.,	"	"	57.76
Woonsocket "	Cook St., Newton, Mass.,	Woonsocket, R. I.	"	"	28.67
Southbridge "	E. Thompson, Ct.,	Southbridge, Ma.	"	"	17.36
Dedham "	Dedham Jc., Ms.,	Dedham, Mass.,	"	"	1.53
"	Islington, Mass.,	"	"	"	2.00
Melrose "	Melrose, Conn.,	West St., R'kville	"	"	7.22
Springfield "	E. Hartford, Ct.,	Junc. B & A.R.R.	"	"	
South Boston Freight	.....	Sp'gfield, Mass.	"	"	28.31
Branch in Boston,	.....	.....	"	"	1.04
Needham Extension.	W. Roxbury, Mass.,	Needham, Mass.,	"	"	4.53
Total Mileage, ...					363.78

Property Leased, or Otherwise Controlled for Operation.

This Company's road is operated by the New York, New Haven and Hartford Railroad Company under lease dated May 10, 1898, for ninety-nine years from July 1, 1898.

The lease of May 10, 1898, provides that the lessee shall pay as rental three per cent. on the preferred stock of the lessor company, interest on bonds, all taxes, rates, charges, and assessments.

The New York, New Haven and Hartford Railroad Company owns a majority of both the common and preferred stock.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . .	50,000	100.00	5,000,000.00	5,000,000.00
Total, . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

DIVIDENDS DECLARED DURING THE YEAR.

Rate.	Amount.
Preferred, 3 per cent.	\$150,000.00

Capital Stock. — Continued.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for property rights and franchises { Common, . . . Preferred, . . .	200,000 50,000
Total, ...	250,000

NOTE.—Certain property of this company is subject to a lien under a mortgage of the New York and New England Railroad Company to secure Boston Terminal Bonds to the amount of \$1,500,000, due April 1, 1939, bearing interest at 4 per cent., on which has been paid during the year ending June 30, 1907, interest to the amount of \$60,000.

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
Con. Mtge. Bonds, . . .	Sep. 2 1895	July 1 1945	\$17,500,000	\$17,500,000	\$7,500,000 10,000,000
Total, . . . . .	.....	.....	\$17,500,000	\$17,500,000	\$17,500,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$375,000.00	\$375,000.00
4 per cent.	“ “ “	400,000.00	400,000.00
Total, . . . . .	.....	\$775,000.00	\$775,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds, .	\$17,500,000	\$17,500,000	\$775,000.00	\$775,000.00
Total, ...	\$17,500,000	\$17,500,000	\$775,000.00	\$775,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1907.	
Special Fund,	130.00	Audited Vouchers and Ac-	
Other Cash Assets,	886,214.08	counts, ...	\$1,959,849.24
		Matured Interest Coupons	
		unpaid (including cou-	
		pons due July 1), .	130.00
Total Cash and Current Assets, ...	\$886,344.08	Total Current Liabili-	
ties, ...	1,073,635.16	ties, ...	\$1,959,979.24
Total, ...	\$1,959,979.24	Total, ...	\$1,959,979.24

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, ...	\$25,000,000.00	\$25,000,000.00	363.78	\$68,723.00
Bonds, ...	17,500,000.00	17,500,000.00	363.78	48,106.00
Total, ...	\$42,500,000.00	\$42,500,000.00		\$116,829.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expense, Charged to Construction or Equipment.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.	Cost Per Mile.
Construction :				
Engineering, . . .	\$17,771.85			
Right of Way and Station Grounds, . . .	127,198.75			
Real Estate, . . .				
Grading, . . .	350,380.75			
Bridges, Trestles, and Culverts,	316,730.54			
Ties, . . .	28,944.50			
Rails, . . .	5,749.76			
Track Fastenings, . .	9,247.05			
Frogs and Switches, .	8,454.46			
Ballast, . . .	27,851.35			
Track Laying and Surfacing,	35,076.97			
Fencing Right of Way, .	3,300.00			
Crossings, Cattle Guards, and Signs, . . .	245,233.41			
Interlocking or Signal Apparatus, . . .	27,610.80			
Station Buildings & Fixtures,	45,488.92			
Shops, Roundhouses, and Turntables, . . .	662.30			
Water Stations, . .	1,151.20			
Fuel Stations, . . .	\$8,622.64			
Docks and Wharves, .	39,000.00			
Miscellaneous Structures,	5,324.99			
Legal Expenses, . .	5,000.00			
Total Construction, .	\$1,377,300.72	\$40,828,764.75	\$42,206,065.47	\$116,020.85
Total Equipment, . .		2,416,608.87	*2,416,608.87	6,643.05
Grand Total Construction,	\$1,377,300.72	\$43,245,373.62	\$44,622,674.34	\$122,663.90

* Leased to The N. Y., N. H. & H. R. R. Co.

Income Account.

Income from lease of road, ...	\$926,485.00	
Total income, ...		\$926,485.00
Deductions from income:		
Salaries and maintenance of organization, ...	\$1,485.00	
Interest on funded debt accrued (p. 170), ...	775,000.00	
Total deductions from income, ...		776,485.00
Net income, ...		\$150,000.00
Dividends, 3%, Preferred Stock (p. 168), ...		150,000.00
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...		\$1,049,039.18
Surplus on June 30, 1906 (for entry on "General Balance Sheet," (p. 172), ...		\$1,049,039.18

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$40,828,764.75	Cost of Road (p. 171), ...	\$42,206,065.47	\$1,377,300.72
2,416,608.87	Cost of Equipment (page 171), ...	2,416,608.87	
1,500,000.00	Underlying liens being mortgage of the New York and New England Co. (a)		
886,344.08	Cash and Current Assets (p. 170), ...	886,344.08	
\$45,631,717.70	Grand Total, ...	\$45,509,018.42	\$1,377,300.72

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$25,000,000.00	Capital Stock (p. 168), ...	\$25,000,000.00	
17,500,000.00	Funded Debt (p. 169), ...	17,500,000.00	
1,500,000.00	Mortgage debt of the New York and New England R.R. Co., ...		
582,678.52	Current Liabilities (p. 170), ...	1,959,979.24	1,377,300.72
1,049,039.18	Profit and Loss (p. 172), ...	1,049,039.18	
\$45,631,717.70	Grand Total, ...	\$45,509,018.42	\$ 1,377,300.72

(a) This item and the corresponding item on page 172, are omitted from the report of this year because a mortgage debt of the New York and New England Railroad Company which has not been assumed by this company, properly constitutes neither property of this company on one side of the account nor an indebtedness of this company on the other side of the account.

Important Changes During the Year.

Needham extension, West Roxbury to Needham.

4.53 miles put in operation Nov. 4, 1906.

Contracts, Agreements, etc.

Included in report of New York, New Haven & Hartford R. R. Co.

Security for Funded Debt.

Consolidated mortgage bonds all property owned.

Employees and Salaries.

Included in report of the New York, New Haven & Hartford R. R. Co.,

Description of Equipment.

Included in report of the New York, New Haven & Hartford R. R. Co.,

Mileage.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, ...	50.63	56.85	107.48	107.48
Connecticut, ...	134.17	64.70	198.87	198.87
New York, ...	30.56	.....	30.56	30.56
Rhode Island, . . . .	.....	26.87	26.87	26.87
Total Mileage Owned, .	215.36	148.42	363.78	363.78

Renewals of Rails and Ties.

Reported by lessee.

Consumption of Fuel by Locomotives.

Reported by lessee.

Accidents to Persons.

Reported by lessee.

Characteristics of Road.

Included in report of the New York, New Haven & Hartford R. R. Co.

BRIDGES, TRESTLES, TUNNELS, ETC.

Included in report of the New York, New Haven & Hartford R. R. Co.

GAUGE OF TRACK — 4 feet 8½ inches; 363.78 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
.....	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and George B. Phippen, Treasurer, of the New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,
President.

GEO. B. PHIPPEN,
Treasurer.

Subscribed and sworn to before me this Seventh day of October, 1907.
MAURICE K. DUGAN,
Notary Public.

Subscribed and sworn to before me this Eighth day of October, 1907.
FRANK A. FARNHAM,
Justice of the Peace.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report: The New Haven and Northampton Company.

Date of organization: 1862.

Under laws of what Government, State, or Territory organized: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, vol. xi, pp. 286, 653; Massachusetts Special Laws, vol. xii, pp. 25, 736, 822; Massachusetts Special Laws, vol. xiii, p. 484; Massachusetts Special Laws, vol. xiv, pp. 386, 485, 623; Massachusetts Special Laws, vol. xv, pp. 677, 1430; Connecticut Private Laws, vol. v, pp. 460, 724; Connecticut Special Laws, vol. vi, pp. 217, 303, 733; Connecticut Special Laws, vol. vii, pp. 267, 871, 987; Connecticut Special Laws, vol. viii, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts 1875, p. 130; Connecticut Special Acts, 1876, p. 119.)

If a consolidated company, name the constituent companies: The constituent companies were: The original New Haven & Northampton Company (Massachusetts Special Laws, vol. vii, pp. 675, 691; Connecticut Private Laws, vol. i, p. 308; Connecticut Private Laws, vol. iii, p. 294; Connecticut Private Laws, vol. iv, pp. 888, 982, 983, 984, 985, 1384; Connecticut Private Acts, 1847, p. 104). The Hampden R. R. Company (Massachusetts Special Laws, vol. ix, p. 546). The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561). The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. ix, pp. 767, 773; Massachusetts Special Laws, vol. x, pp. 552, 742, 922); and the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden R. R. Co., with the Northampton & Westfield R. R. Corporation, forming the Hampshire & Hampden Railroad Corporation; in 1862, the Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see acts above cited.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally in Connecticut, The President, Directors, and Company of the Farmington Canal (Private Laws of Connecticut, vol. i, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, 829; Massachusetts Special Laws, vol. vii, p. 186).

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
CHARLES S. MELLEN,	New Haven, Conn.,	January 3, 1908.
GEORGE J. BRUSH,	" "	" "
A. HEATON ROBERTSON,	" "	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
D. NEWTON BARNEY,	Farmington, Conn.,	" "
JAMES S. HEMINGWAY,	New Haven, Conn.,	" "
FRANK W. CHENEY,	South Manchester, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "

Total number of stockholders at date of last election: One.

Date of last meeting of stockholders for election of directors: January 4, 1907.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: J. M. TOMLINSON, General Auditor, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	A. S. MAY,	" "
Asst. Treasurer,	T. F. PARADISE,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is included in the Income Account—page 180.

Name.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From—	To—			
N. H. & Northampton, .	New Haven	Shelburne J't	The N.Y., N.H. & H. R.R. Co., . . .	Lease	94.64
New Hartford Branch, .	Farmington	New Hartford	" " . . .	"	14.09
Williamsburg Branch, .	Northampton	Williamsburg	" " . . .	"	7.51
Turner's Falls Branch, .	So. Deerfield	Turner's Falls	" " . . .	"	10.07
Total Mileage, ...					126.31

Property Leased, or Otherwise Controlled for Operation.

Leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887. Interest on bonds issued or guaranteed by lessee, and all taxes, rates, etc., assessed or imposed.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	\$2,460,000.00	4 per ct.	\$98,400.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Approximately, ...	18,820	\$1,882,000.00
Issued for Construction: Approximately, ...	5,780	578,000.00
Total, ...	24,600	\$2,460,000.00

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds:

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Mtg. & Sinking Fund,	1879	1909	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Northern Extension,	1881	1911	700,000	700,000	700,000	700,000
Refunded Consolidated *Gold Mgt. Bonds,	1906 June 1	1956 June 1	10,000,000	2,008,000	2,008,000	2,008,000
Total, . . . . .	.....	.....	11,900,000	\$3,908,000	\$3,908,000	\$3,908,000

*The N. Y., N. H. & H. R. R. Co. own all these bonds on which interest is not paid.

Funded Debt. — Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during year Apr. 1, 1906, July 1, 1907	Amount Paid during Year.
6 per cent.	April and October.	\$90,000.00	\$72,000.00
5 per cent.	April and October.	43,750.00	35,000.00
4 per cent.	June and December.	.....	.....
.....	Total, ...	\$133,750.00	\$107,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bonds (p. 177),	\$3,908,000.00	\$3,908,000.00	\$133,750.00	\$107,000.00
Total, ...	\$3,908,000.00	\$3,908,000.00	\$133,750.00	\$107,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1907.
Cash, ... \$3,003.96	
Due from Solvent Companies and Individuals, . . . 689,119.38	Miscellaneous — Accrued Interest, ... \$26,750.00
Total—Cash and Current Assets, ... \$692,123.34	Total—Current Liabilities, ... \$26,750.00
	Balance—Cash Assets, . . . 635,373.34
Total, ... \$692,123.34	Total, ... \$692,123.34

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 177),	\$2,460,000.00	\$2,460,000.00	126.31	\$19,476.00
Bonds (p. 177), . . .	3,908,000.00	3,908,000.00	126.31	30,939.00
Total, ...	\$6,368,000.00	\$6,368,000.00	.....	\$50,415.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1906.	Total cost to June 30, 1907
Construction :			
Station buildings and fixtures, . . .	\$10,032.73	.....	.....
Miscellaneous structures, ...	2,628.94	.....	.....
Total construction, ...	\$12,661.67	\$6,364,555.57	\$6,377,217.24
Equipment :			
Equipment leased to N. Y., N. H. & H. Railroad, . . . . .	.....	\$750,000.00	\$750,000.00
Grand total construction and equipment,	\$12,661.67	\$7,114,555.57	\$7,127,217.24
Cost of Construction per mile of line, ...		\$50,388.37	\$50,488.61
Cost of Equipment per mile of line, ...		5,937.77	5,937.77
Total cost per mile of line, ...		\$56,326.14	\$56,426.38

Income Account.

Income from lease of road, ...	\$220,400.00
Dividends on stocks owned, ...	\$2,636.00
Interest on bonds owned, ...	47.25
Income from other sources, ...	2,683.25
Total income, ...	\$223,083.25

Income Account.—*Continued.*

Deductions from income:

Interest on funded debt accrued, . . .	\$420.00
Interest on interest-bearing current liabilities, etc.,	107,000.00
Other deductions, sinking fund, . . .	15,000.00
Total deductions from income, . . .	122,420.00
Net income, . . .	\$100,663.25

Dividends, 4%, common stock, . . .	\$98,400.00
Total, . . .	\$98,400.00
Surplus from operations of year ending June 30, 1907,	\$2,263.25
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 report), . . .	\$1,460,921.08
Surplus on June 30, 1907 (for entry on "General Balance Sheet," p. 181), . . .	\$1,463,184.23

Stocks Owned.*a. Railway Stocks:*

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Holyoke & Westfield R. R., . . .	\$20,000.00	10%	\$2,000.00	\$20,000.00
New York, New Haven & Hartford R. R., . . .	7,200.00	8%	576.00	14,893.75
Total, . . .	\$27,200.00			

b. Other Stocks:

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Southington Water Co., . . .	\$1,000 00	6%	\$60.00	\$1,000.00

Bonds Owned.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Convertible Debenture 3½% N. Y., N. H. & H. R. R. Co. .	\$2,700.00	3½%	\$47.25	\$2,700.00
Total, ...	\$2,700.00		\$47.25	\$2,700.00

Other Bonds.

None.

Rentals Received.

None.

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$6,364,555.57	Cost of Road (p. 179), ...	\$6,377,217.24	.....
750,000.00	Cost of Equipment (p. 179), ...	750,000.00	.....
35,893.75	Stocks Owned (p. 180), ...	35,893.75	.....
2,700.00	Bonds Owned (p. 181), ...	2,700.00	.....
740.71	Cash and Current Assets (p. 178), ...	692,123.34	\$691,382.63
	Other Assets:		
829,419.14	Sinking Fund, ...	884,778.82	55,359.68
\$7,983,309.17	Grand Total, ...	\$8,742,713.15	\$759,403.98

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$2,460,000.00	Capital Stock (p. 177),	\$2,460,000.00	.....	.....
2,600,000.00	Funded Debt (p. 177),	3,908,000.00	\$1,308,000.00	.....
632,968.95	Cur't Liabilities (p. 178),	.....	.....	632,968.95
	Accrued Interest on Funded Debt not yet payable, ...	26,750.00	26,750.00	.....
829,419.14	Sinking Fund, ...	884,778.82	55,359.68	.....
1,460,921.08	Profit and Loss (p. 180),	1,463,184.33	2,263.25	.....
\$7,983,309.17	Grand Total, ...	\$8,742,713.15	\$759,403.98	.....

Important Changes During the Year.

Reported by Lessee.

Contracts, Agreements, etc.

Reported by Lessee.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mtg. Per Mile of Line.	What Equip-ment Mortg'd.	What Income Mortg'd.	What Securities Mortg'd.
	From—	To—	Miles.				
New Haven & Northampton. New Hartf'd Branch Williamsburg B'ch. Turner's Falls B'ch	New Haven Farmington Northampton So. Deerfield	Shelburne Jct. New Hartford. Williamsburg. Turners's Falls,	94.64	}	All.	None.	None.
			14.09				
			7.51				
			10.07				
			126.31	\$80,939.75			

Employees and Salaries.

Included in report of The New York, New Haven & Hartford R. R. Co.

Traffic and Mileage Statistics.

Reported by Lessee.

Freight Traffic Movement.

Reported by Lessee.

Description of Equipment.

Reported by Lessee.

Mileage.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, ...	51.26	14.09	65.35	.....
Massachusetts, ...	43.38	17.58	60.96	.....
Total Mileage owned, .	94.64	31.67	126.31	126.31

Renewals of Rails and Ties.

Reported by Lessee.

Accidents to Persons.

Reported by Lessee.

Characteristics of Road.

Reported by Lessee.

GAUGE OF TRACK — 4 feet 8½ inches; 126.31 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

Mileage.

Reported by Lessee.

Taxes and Assessments of all Kinds.

Reported by Lessee.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the New Haven and Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,

President.

A. S. MAY,

Treasurer.

Subscribed and sworn to before me this Seventh day of October, 1907.

MAURICE K. DUGAN,

Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under the laws of what Government, State, or Territory organized: States of Connecticut and Massachusetts.

If a consolidated company, name the constituent companies: New London Northern Railroad Company and Amherst, Belchertown & Palmer Railroad Company.

Date and authority for each consolidation: February 4, 1860, Acts of Connecticut and Massachusetts.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: New London, Willimantic & Palmer Railroad Company.

What carrier operates the road of this company: Central Vermont Railway Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.	
CHARLES H. OSGOOD,	Norwich, Conn.,	January 9, 1908.	
JAMES A. RUMRILL,	Springfield, Mass.,	"	"
THOMAS B. EATON,	Worcester, "	"	"
EDWARD C. SMITH,	St. Albans, Vt.,	"	"
JOHN C. AVERILL,	Norwich, Conn.,	"	"
GUILFORD SMITH,	South Windham, Conn.,	"	"
WALTER C. NOYES,	New London, Conn.,	"	"
FRANK B. BRANDEGEE,	" " "	"	"
JUSTUS A. SOUTHARD,	" " "	"	"

Total number of stockholders at date of last election: 385.

Date of last meeting of stockholders for election of directors: January 10, 1907.

Post-office address of general office: New London, Conn.

Post-office address of operating office: St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed: J. A. Southard, Secretary, New London, Conn.

Officers.

Title.	Name.	Location of Office.
President,	WALTER C. NOYES,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" "
Treasurer,	JOHN C. AVERILL,	" "
Att'y, or Gen'l Counsel,	BRANDEGEE, NOYES & BRENNAN,	" "

Officers of Lessees.

Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	G. C. JONES,	" "
Superintendent,	E. D. NASH,	St. Albans, Vt.
General Freight Agent,	ROBERT L. BURNAP,	" "
General Passenger Agent,	J. E. BENTLEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 188):

Name.	TERMINALS.		Miles of Line for each Road named.
	From —	To —	
New London Northern.	New London, Conn.,	Brattleboro, Vt.	121

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New London Northern.	New London, Conn.,	Brattleboro, Vt.	Central Vt. Ry.	Lease.	121
West River.	Brattleboro, Vt.,	Londonderry, "	" "	"	36
Total mileage,.....					157

Property Leased, or Otherwise Controlled for Operation.

Leased to the Central Vermont Railroad Company (succeeded by the Central Vermont Railway Company), for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum, lease assumed by the Central Vermont Railway Company May 1, 1899. From August 1, 1899, \$2,552.50 annually additional for rental of Palmertown siding. From June 1, 1905, \$3,000.00 per annum for interest on West River R. R. bonds, guaranteed by this Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash: Common, ...	\$340,673.33
Issued for Bonds: Common, ...	1,102,660.00
Issued for Stock of Amherst, Belchertown & Palmer Railroad, ...	56,666.67
Total, ...	\$1,500,000.00

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated, .	1880	1910	\$812,000	\$812,000	\$812,000	\$847,066.65
Consolidated, .	1885	1910	300,000	300,000	300,000	304,530.00
Consolidated, .	1892	1910	388,000	388,000	388,000	393,877.00
Grand Total, .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total, .	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtg. Bond (p. 186),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1907.	
Cash, ...	\$67,822.70	Wages and salaries, ...	391.67
		Dividends not called for, ...	3,417.80
		Matured Interest Coupons unpaid, ...	434.34
		Total—Current Liabilities, \$	4,243.81
		Balance—Cash Assets, ...	63,578.89
Total, ...	\$67,822.70	Total, ...	\$67,822.70

Recapitulation.

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 186),	\$1,500,000.00	\$1,500,000.00	121	\$12,397.00
Bonds (p. 186), ...	1,500,000.00	1,500,000.00	121	12,397.00
Total, ...	\$3,000,000.00	\$3,000,000.00	.....	\$24,794.00

Cost of Road and Permanent Improvements.

Item.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.	Cost per Mile.
Total Construction, ...	\$2,927,136.45	\$2,927,136.45	\$24,191.21
Total Equipment, ...	248,420.44	248,420.44	2,053.06
Grand Total Cost Construction, Equipment, etc., ...	\$3,175,556.89	\$3,175,556.89	\$26,244.27

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Income Account.

Gross earnings from operation, ...	\$1,086,877.09	
Less operating expenses, ...	1,007,396.59	
Income from operation, ...		\$79,480.50
Total income, ...		\$79,480.50
Deductions from income:		
Rents paid for lease of road, ...	\$203,952.50	
Taxes, ...	48,546.18	
Total deductions from income, ...		252,498.68
Deficit, ...		\$173,018.18
Deficit from operations of year ending June 30, 1907,		\$173,018.18
Income from lease of road, ...		\$216,552.50
Miscellaneous income, ...	\$840.73	
Income from other sources, ...		840.73
Total income, ...		\$217,393.23
Deductions from income:		
Salaries and maintenance of organization, ...	\$5,320.03	
Interest on funded debt accrued, ...	68,120.00	
Interest on interest-bearing current liabilities, etc., ...	80.00	
Interest on West River Railroad bonds, ...	3,000.00	
Total deductions from income, ...		76,520.03
Net income, ...		\$140,873.20
Dividends, 9%, common stock, ...	\$135,000.00	
Total, ...		135,000.00
Surplus from operations of year ending June 30, 1907,		\$5,873.20
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...		530,505.60
Surplus on June 30, 1907 (for entry on "General Balance Sheet"), ...		\$536,378.80

Earnings from Operation (Lessee's Account).

Item.	Total Receipts.	Deductions, Account of Re- payments, etc.	Actual Earnings.
Passenger—Passenger Revenue, . . .	\$206,989.66		
Less Repayments—Tickets Redeemed, ...		\$237.32	
Excess Fares Refunded, ...		2,091.75	
Total Deductions, ...		\$2,329.07	
Total Passenger Revenue, ...			\$204,660.59
Mail, ...	20,411.07		
Express, ...	22,609.15		
Extra Baggage and Storage, ...	2,571.60		
			45,591.82
Total Passenger Earnings, ...			\$250,252.41
Freight—Freight Revenue, ...	\$808,178.71		
Less Repayments— Overcharge to Shippers, ...		\$9,301.03	
Total Deductions, ...		9,301.03	
Total Freight Revenue, ...			798,877.68
Total Passenger and Freight Earnings, ...			\$1,049,130.09
Other Earnings from Operation : Other sources, ...	37,747.00		
Total Other Earnings, ...			\$37,747.00
Total Gross Earnings from Operation } Entire Line, ... }			\$1,086,877.09

Stocks Owned (Company's Account).

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
West River Railroad, ...	\$150,000.00	..	None.	\$150,000.00

Miscellaneous Income (Company's Account).

Item.	Gross Income.	Expenses.	Net Miscellaneous Income.
Interest, ...	\$866.42	.....	.....
Discount on Notes purchased, ...	75.00	.....	.....
Accrued Interest on Notes purchased, . . . . .	.....	100.69	.....
Total, ...	\$941.42	\$100.69	\$840.73

Operating Expenses (Lessee's Account).

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway, ...	\$64,396.08
Renewals of Rails, ...	3,260.70
Renewals of Ties, ...	20,370.88
Repairs and Renewals of Bridges and Culverts, ...	39,309.49
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, ...	2,666.25
Repairs and Renewals of Buildings and Fixtures, ...	16,231.81
Repairs and Renewals of Docks and Wharves, ...	2,605.97
Repairs and Renewals of Telegraph, ...	340.13
Stationery and Printing, ...	146.08
Total,	\$149,327.39
Maintenance of Equipment:	
Superintendence, ...	\$5,879.57
Repairs and Renewals of Locomotives, ...	11,153.43
Repairs and Renewals of Passenger Cars, ...	3,662.19
Repairs and Renewals of Freight Cars, ...	10,137.04
Repairs and Renewals of Work Cars, ...	391.09
Repairs and Renewals of Shop Machinery and Tools, ...	1,011.36
Stationery and Printing, ...	384.36
Other Expenses, ...	3,695.06
Total,	\$36,314.10

Operating Expenses. — *Continued.*

Item.	Amount.
Conducting Transportation:	
Superintendence, ...	\$11,839.07
Engine and Roundhouse Men, ...	71,291.06
Fuel for Locomotives, ...	215,255.75
Water Supply for Locomotives, ...	5,215.71
Oil, Tallow, and Waste for Locomotives, ...	3,240.18
Other Supplies for Locomotives, ...	1,664.48
Train Service, ...	60,342.79
Train Supplies and Expenses, ...	8,589.78
Switchmen, Flagmen, and Watchmen, ...	19,876.69
Telegraph Expenses, ...	15,488.80
Station Service, ...	220,861.75
Station Supplies, ...	13,280.81
Car Per Diem and Mileage — Balance, ...	53,921.56
Hire of Equipment — Balance, ...	31,677.29
Loss and Damage, ...	14,581.45
Injuries to Persons, ...	6,111.59
Clearing Wrecks, ...	2,581.32
Advertising, ...	2,153.43
Outside Agencies, ...	13,542.82
Commissions, ...	439.49
Rents of Buildings and Other Property, ...	12,675.73
Stationery and Printing, ...	7,609.36
Other Expenses, ...	621.49
Total,	\$792,862.40
General Expenses:	
Salaries of General Officers, ...	\$4,976.40
Salaries of Clerks and Attendants, ...	12,420.77
General Office Expenses and Supplies, ...	1,750.04
Insurance, ...	4,710.33
Law Expenses, ...	3,285.72
Stationery and Printing (General Offices), ...	1,367.06
Other Expenses, ...	382.38
Total,	\$28,892.70
Recapitulation of Expenses:	
Maintenance of Way and Structures, ...	\$149,327.39
Maintenance of Equipment, ...	36,314.10
Conducting Transportation, ...	792,862.40
General Expenses, ...	28,892.70
Grand Total,	\$1,007,396.57

Percentage of expenses to earnings — entire line, 93%.

Rentals Paid (Lessee's Account).

Name of Road.	Cash.	Total.
New London Northern, . . .	\$203,952.50	\$203,952.50

Comparative General Balance Sheet (Company's Account).

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$2,927,136.45	Cost of Road (p. 187), .	\$2,927,136.45	.....	.....
248,420.44	Cost of equipment (p. 187),	248,420.44	.....	.....
150,000.00	Stocks owned (p. 189), .	150,000.00	.....	.....
	Other Perman't Investm's:			
137,493.02	West River R.R. (Constr.)	137,493.02	.....	.....
287,493.02	Investment in West River R. R., ...	287,493.02	.....	.....
5,000.00	Steamboat property, .	5,000.00	.....	.....
74,251.17	Cash and Current Assets,	67,822.70	.....	\$6,428.47
	New York Central & Hud- son River 3 year Notes,	5,000.00	5,000.00	
\$3,542,301.08	Grand Total, . . .	\$3,540,872.61	.....	\$1,428.47

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$1,500,000.00	Capital Stock (p. 186), .	\$1,500,000.00	.....	.....
1,500,000.00	Funded Debt (p. 186), .	1,500,000.00	.....	.....
11,545.48	Current Liabilities (p. 187),	4,243.81	.....	\$7,301.67
250.00	Accrued interest on West River R. R. bonds, .	250.00	.....	.....
530,505.60	Profit and loss, . . .	536,378.80	\$5,873.20	.....
\$3,542,301.08	Grand total, . . .	\$3,540,872.61	.....	\$1,428.47

Security for Funded Debt (Company's Account.)

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
Consolidated,	New London, Ct.,	Brattleboro, Vt.	121	\$12,396.69

Employees and Salaries (Lessee's Account).

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
Other Officers, ...	2	730	\$3,660.00	\$5.02
General Office Clerks, ...	2	730	1,140.00	1.56
Station Agents, ...	33	10,296	16,680.00	1.62
Other Station Men, ...	367	114,504	198,904.80	1.73
Enginemen, ...	34	10,608	36,600.00	3.45
Firemen, ...	32	9,984	19,152.00	1.92
Conductors, ...	24	7,512	21,360.00	2.84
Other Trainmen, ...	55	17,215	33,588.00	1.95
Machinists, ...	11	3,432	7,696.80	2.24
Carpenters, ...	17	5,304	12,714.48	2.40
Other Shopmen, ...	46	14,352	29,298.60	2.04
Section Foremen, ...	25	7,800	15,716.40	2.01
Other Trackmen, ...	60	18,700	27,576.00	1.47
Switchmen, Flagmen, and Watchmen, ...	24	7,488	12,960.00	1.73
Telegraph Operators, and Dispatchers, ...	23	7,176	12,869.64	1.79
Employees—Floating Equipment, ...	28	8,736	13,440.00	1.54
Total (excluding "General Officers"), ...	783	244,567	\$463,356.72	\$1.89
Distribution of above:				
General Administration, ...	4	1,460	4,800.00	3.29
Maintenance of Way and Structures, ...	98	30,556	53,302.08	1.74
Maintenance of Equipment, ...	61	19,032	39,700.20	2.86
Conducting Transportation, ...	620	193,519	365,554.44	1.89
Total (excluding "General Officers"), — } Entire Line, ... }	783	244,567	\$463,357.72	\$1.89

Traffic and Mileage Statistics (Entire Line.)

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, ...	513,021			
No. of passengers carried one mile, ...	8,593,419			
No. of pass'gers carried 1 mile per mile of road, ...	71,020			
Average distance carried, miles, ...	16.07			
Total passenger revenue (p. 189), ...		204,660	59	
Average am't received from each passenger, ...			39	8.93
Average receipts per passenger per mile, ...			02	3.82
Total passenger earnings (p. 189), ...		250,252	41	
Passenger earnings per mile of road, ...		2,026	34	
Passenger earnings per train mile, ...			73	0.58
Freight Traffic:				
No. of tons carried of freight earning revenue, ...	1,775,596			
No. tons carried one mile, ...	59,953,987			
No. of tons carried one mile per mile of road, ...	483,028			
Average distance haul of one ton, miles, ...	33.76			
Total freight revenue (p. 189), ...		798,877	68	
Average am't received for each ton of freight, ...			44	9.92
Average receipts per ton per mile, ...			01	3.32
Total freight earnings (p. 189), ...		798,877	68	
Freight earnings per mile of road, ...		6,468	65	
Freight earnings per train mile, ...		1	68	3.77
Total Traffic:				
Gross earnings from operation (p. 189), ...		1,086,877	09	
Gross earnings from operation per mile of r'd, ...		8,800	62	
Gross earnings from operation per train mile, ...		1	36	1.95
Operating expenses (p. 191), ...		1,007,396	59	
Operating expenses per mile of road, ...		8,157	05	
Operating expenses per train mile, ...		1	24	9.83
Income from operation (p. 188), ...		79,480	50	
Income from operation per mile of road, ...		643	56	
Car Mileage, etc.:				
Mileage of passenger cars, ...	1,058,403			
Average No. of passenger cars per train mile, ...	3.27			
Average No. of passengers per train mile, ...	26.			
Mileage of loaded freight cars, ...	7,255,646			
Mileage of empty freight cars, ...	1,436,742			
Average No. of freight cars per train mile, ...	18.33			
Average No. of loaded cars per train mile, ...	15.29			
Average No. of empty cars per train mile, ...	3.03			
Average No. of tons of freight per train mile, ...	126.36			
Av. No. of tons of freight per loaded car mile, ...	8.26			
Average mileage operated during year, ...	123.50			
Train Mileage:				
Mileage of revenue passenger trains, ...	323,567			
Mileage of revenue mixed trains, ...	013			
Mileage of revenue freight trains, ...	474,448			
Total revenue train mileage, ...	798,028			
Mileage of non-revenue trains, ...	246,281			

Freight Traffic Movement (Lessee's Account).

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, ...	967	18,495	19,462	1.09
Flour, ...	651	10,539	11,190	.63
Other Mill Products, ...	697	15,443	16,140	.91
Hay, ...	473	25,958	26,430	1.49
Products of Animals:				
Live Stock, ...	1,142	2,069	3,211	.18
Other Packing-house Products, ...	419	9,043	9,462	.53
Poultry, Game, and Fish, ...	219	4,071	4,290	.23
Wool, ...	197	2,563	2,760	.16
Hides and Leather, ...	757	8,968	9,725	.55
Products of Mines:				
Anthracite Coal, ...		75,190	75,190	4.23
Bituminous Coal, ...		142,160	142,160	8.01
Coke, ...		670	670	.04
Ores, ...		113	113	.01
Stone, Sand, and other like articles, ...	51,192	24,955	76,147	4.28
Products of Forests:				
Lumber, ...	23,142	44,000	67,142	3.78
Manufactures:				
Petroleum and other Oils, ...		8,692	8,692	.49
Sugar, ...		37,460	37,460	2.11
Iron — Pig and Bloom, ...		7,419	7,419	.42
Cement, Brick, and Lime, ...	7,162	35,025	42,187	2.38
Agricultural Implements, ...	262	457	719	.04
Wines, Liquors, and Beers, ...	719	2,538	3,247	.18
Household Goods and Furniture, ...	442	1,828	2,270	.13
Other Manufactures, ...	92,146	160,024	252,170	14.21
Merchandise, ...	269,109	595,061	864,170	48.67
Miscellaneous:				
Other commodities not mentioned above, ...	11,062	82,108	93,170	5.25
Total Tonnage—Entire Line,	460,757	1,314,839	1,775,596	100.00

Description of Equipment (Lessee's Account).

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment Fitted with Automatic Coupler. Number.
		No.	Name.	
Locomotives:				
Freight, ...	8	8	Westinghouse	8
Switching, ...	1	1	"	1
Total Locomotives in Service, ...	9	9	.....	9
Cars in Passenger Service :				
First-class Cars, ...	5	5	Westinghouse	5
Second-class Cars, ...	6	6	"	6
Combination Cars, ...	8	8	"	8
Baggage, Express, and Postal Cars, ...	2	2	"	2
Total, ...	21	21	.....	21
Cars in Freight Service:				
Box Cars, ...	18	1	Westinghouse	18
Flat Cars, ...	6	.....	.....	6
Coal Cars, ...	61	21	Westinghouse	61
Total, ...	85	22	.....	85
Cars in Company's Service :				
Derrick Cars, ...	1	.....	.....	1
Caboose Cars, ...	4	1	.....	4
Other Road Cars, ...	32	1	.....	32
Total, ...	37	2	.....	37
Total Cars in Service, ...	143	45	.....	143

Mileage.

Mileage of line owned by States and territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Steel Rails.
Massachusetts, ...	54.90	54.90
Connecticut, ...	56.10	56.10
Vermont, ...	10.00	10.00
Total Mileage Owned, ...	121.00	121.00

Mileage of road operated (all tracks), State of Connecticut.

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track, ...	56.10	56.10	.....	58.60
Miles of yard track and sidings, ...	25.20	25.20	3.00	19.70
Total Mileage Operated, ...	81.30	81.30	3.00	78.30

Renewal of Rails and Ties (Lessee's Account).

Kind.	Number.	Average Price at Distributing Point. Cents.
Chestnut, ...	21,900	.50

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal — Tons.	Soft Wood — Cords.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger, .	22,242	124.00	22,304.00	323,571	137.86
Freight, .	32,287	181.00	32,377.00	474,457	136.48
Switching, .	15,067	84.00	15,109.00	216,539	139.55
Construction,	2,153	12.00	2,159.00	29,742	145.18
Total, . . .	71,749	401.00	71,949.00	1,044,309	137.79

Average cost at distributing point: Coal, \$2.90; Wood, \$1.89.

Accidents to Persons (Lessee's Account).

a. Accidents resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	TRAINMEN.		Telegraph Employees.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Coupling or Uncoupling, ...		2			2
Collisions, ...	1	7	1	1	8
Parting of Trains, ...		4			4
Jumping on or off Trains, Locomotives, or Cars, ...		1			1
Struck by Trains, Locomotives, or Cars,		2			2
Overhead Obstructions, ...		1			1
Other Causes, ...		3			3
Total, ...	1	20	1	1	21

Accidents to Persons.—Continued.**OTHER PERSONS.**

Kind of Accident.	Passengers Injured.	POSTAL CLERKS, EXPRESS MESSENGERS, PULLMAN EMPLOYEES, ETC.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.
Collisions, ...	3		1		4
Other causes, ...	1		1		2
Total, ...	4		2		6

SUMMARY.

Classification—Tables A and B.	Killed.	Injured.
Table A: Railway Employees, ...	1	21
Passengers, ...	..	4
Postal Clerks, ...	..	1
Other Persons, ...	..	1
Table B: Railway Employees, ...	..	10
Total, ...	1	37

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Station Men Injured.	Trackmen Injured.	Other Employees Injured.	Total Injured.
Handling Traffic, ...			2	9
Handling Supplies, etc., ...		1		1
Getting on or off Locomotives or Cars at rest, ...				
Total, ...	7	1	2	10

Characteristics of Road.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges: Iron, ...	32	2,480	4
Wooden, ...	13	297	3
Total, ...	45	2,777	7
Trestles, ...	19	2,482	9
Tunnels, ...	1	16	

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches
Overhead Highway Crossings:			
Bridges, ...	3	14	11
Total, ...	3	..	..

GAUGE OF TRACK — 4 feet 8½ inches; 121 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
56	260	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, {
COUNTY OF NEW LONDON, } ss.

We, the undersigned, Walter C. Noyes, President, and John C. Averill, Treasurer, of the New London Northern Railroad Company, on our oath do

severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WALTER C. NOYES,

President.

JOHN C. AVERILL,

Treasurer.

Subscribed and sworn to before me, this 16th day of September, 1907.

JUSTUS A. SOUTHARD,

Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

History.

The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

On May 31, 1907, The Consolidated Railway Company, organized August 31, 1901, and The New York, New Haven and Hartford Railroad Company, organized August 6, 1872, merged under the name of The New York, New Haven and Hartford Railroad Company.

The charter and amendments thereto of the merging company first above named are to be found in Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 145, 706; Vol. XV, p. 489.

This company was chartered as The Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, January 24, 1902, to The Worcester and Connecticut Eastern Railroad Company, and was again changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The charter and amendments thereto of the merged company second above named are found in Conn. Public Acts, 1871, Chaps. 129, 152; do. 1889, Chap. 166; 1899, Chaps. 198, 226, Sec. 18; Special Laws of Conn., Vol. VII, pp. 465, 688; Vol. VIII, p. 411; Vol. X, pp. 1298; Vol. XI, p. 32; Vol. XII, pp. 348, 642; Vol. XIII, p. 41; Vol. XIV, pp. 15, 869; Vol. XV, p. 40; Mass. Acts and Resolves, 1872, Chap. 171; 1898, Chap. 399; 1901, Chap. 231; 1905, Chap. 252; 1906, Chaps. 160, 220, 237; 1907, Chap. 441. R. I. Acts and Resolves, Jan., 1892, p. 389; 1893, pp. 377, 379, 380; 1895, p. 165; 1897, p. 93; 1899, pp. 30, 35; 1900, pp. 79, 98; 1904, p. 103; 1905, p. 209; 1907, pp. 140, 184.

The constituent companies of The New York, New Haven and Hartford Railroad Company are:

The New York and New Haven Railroad Company: Special Laws of Conn., Vol. IV, pp. 1020, 1025, 1029, 1031; Vol. VI, pp. 88, 137, 226, 319, 716; Conn. Public Acts, 1871, Chaps. 129, 152. Laws of New York, 1846, Chap. 195; 1848, Chap. 143. Mass. Acts and Resolves, 1872, Chap. 171.

The Hartford and New Haven Railroad Company, which had itself been consolidated with The Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with Middletown Extension Railroad Company in 1861; with New Britain and Middletown Railroad Company in 1868; and with Windsor Locks and Suffield Railroad Company in 1871: Special Laws of Conn., Vol. I, pp. 1002, 1005, 1006; Vol. IV, pp. 874, 899, 900, 901, 903, 916, 917, 918, 919, 934, 938, 954, 967; Vol. V, pp. 32, 36, 570; Vol. VI, pp. 323, 578, 594, 791; Vol. VII, pp. 688; Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1839, Chap. 101; 1844, Chap. 28; 1845, Chap. 42; 1847, Chap. 244; 1852, Chap. 87; 1868, Chap. 355; 1872, Chap. 127, 171.

The Stamford and New Canaan Railroad Company, successor of New Canaan Railroad Company: Special Laws of Conn., Vol. VI, pp. 10, 22; Vol. VIII, p. 196; Vol. IX, p. 682.

The Hartford and Connecticut Valley Railroad Company, successor of Connecticut Valley Railroad Company: Special Laws of Conn., Vol. VI, pp. 398, 548; Vol. VIII, pp. 348, 420; Vol. IX, pp. 203, 679. Mass. Acts and Resolves, 1876, Chap. 43; 1881, Chap. 116; 1882, Chap. 118.

New York, Providence and Boston Railroad Company: Special Laws of Conn., Vol. I, pp. 1019, 1023; Vol. IV, pp. 975, 978, 979, 1032, 1033; Vol. V, pp. 47, 205, 227, 243, 592; Vol. VI, p. 374; Vol. VII, p. 938; Vol. VIII, p. 4; Vol. IX, pp. 28, 503. Mass. Acts and Resolves, 1889, Chap. 345. R. I. Acts and Resolves, June, 1832, p. 67; June, 1833, p. 10; June, 1836, p. 3; Jan., 1840, p. 83; Jan., 1841, p. 8; Oct., 1842, p. 68; Oct., 1846, p. 86; May, 1847, p. 57; Oct., 1847, p. 48; Jan., 1848, p. 32; June, 1851, p. 44; May, 1858, p. 51; Jan., 1862, p. 239; May, 1864, p. 32; Jan., 1865, p. 261; May, 1868, p. 27; Jan., 1872, p. 184; May, 1872, p. 69; Jan., 1873, p. 206; Jan., 1875, p. 261; May, 1875, p. 42; Jan., 1876, p. 191; May, 1879, pp. 38, 39; Jan., 1880, p. 141, 142; Jan., 1881, pp. 174, 178; Jan., 1885, p. 197; Jan., 1888, p. 245; May, 1888, p. 91; Jan., 1891, pp. 240, 244, 322; May, 1891, pp. 39, 41; Jan., 1892, p. 389.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven: Special Laws of Conn., Vol. I, pp. 241, 242, 243; Vol. III, p. 283; Vol. VI, p. 182; Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven: General Assembly, Colony of Conn., May, 1760; do. May, 1772; do. State of Conn., 1790; Special Laws of Conn., Vol. I, pp. 497, 498, 502, 523, 525; Vol. VI, p. 9; Vol. XII, p. 632.

Shore Line Railway Company, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of New Haven and New London Railroad Company with New London and Stonington Railroad Company: Special Laws of Conn., Vol. IV, pp. 967, 973, 974, 975, 979; Vol. V, pp. 47, 243, 590, 766; Vol. VI, pp. 327, 394, 906; Vol. VIII, p. 364; U. S. Statutes at Large, Vol. IX, p. 165.

The Housatonic Railroad Company: Special Laws of Conn., Vol. I, p. 1025; Vol. IV, pp. 921, 922, 924, 925, 926, 927, 928; Vol. V, pp. 578, 609; Vol. IX, p. 617; Conn. Private Acts, 1870, p. 115. Mass. Acts and Resolves, 1847, Chap. 272; 1885, Chap. 338; 1886, Chap. 335; 1892, Chap. 227.

Shepaug, Litchfield and Northern Railroad Company, successor of Shepaug Valley Railroad Company, and Shepaug Railroad Company: Special Laws of Conn., Vol. VI, pp. 96, 395, 790, 849; Vol. VII, pp. 3, 463; Vol. IX, p. 800; Vol. X, pp. 478, 847, 1342.

New Haven and Derby Railroad Company: Special Laws of Conn., Vol. V, p. 653; Vol. VI, p. 171, 826; Vol. VII, pp. 114, 343; Vol. VIII, p. 55; Vol. X, p. 23.

Danbury and Norwalk Railroad Company: Special Laws of Conn., Vol. I, p. 998; Vol. IV, pp. 885, 887; Vol. VI, pp. 48, 373, 655; Vol. VIII, p. 418; Vol. IX, pp. 329, 949.

Colchester Railway Company: Special Laws of Conn., Vol. VIII, p. 34.

The Rockville Railroad Company: Special Laws of Conn., Vol. V, pp. 139, 557; Vol. VIII, p. 418; Vol. X, p. 1107.

Rhode Island and Massachusetts Railroad Company, R. I. Div., incorporated under name of Rhode Island Mining Railroad Company: R. I. Acts and Resolves, Jan., 1865, p. 238; May, 1871, p. 54; Jan., 1872, p. 209; Jan., 1875, p. 254; May, 1875, p. 44; Jan., 1880, p. 143; Jan., 1882, p. 225; Jan., 1887, p. 242; Jan., 1888, p. 292A; Jan., 1890, p. 278; Jan., 1891, p. 322; Mass. Acts and Resolves, 1873, Chap. 214; 1890, Chap. 340.

The Naugatuck Railroad Company: Special Laws of Conn., Vol. IV, pp. 944, 949, 950, 951, 952; Vol. V, pp. 75, 753; Vol. VI, pp. 8, 9, 23, 293, 709.

The Watertown and Waterbury Railroad Company: Special Laws of Conn., Vol. VI, p. 647; Vol. XI, p. 31; sold under foreclosure of mortgage by Treasurer State of Conn., to Naugatuck Railroad Company in 1893.

Providence and Springfield Railroad Company, successor in 1872 to Woonasquatucket Railroad Company: R. I. Acts and Resolves, Jan., 1857, p. 62; May, 1865, p. 133; Jan., 1872, pp. 142, 215; May, 1874, p. 32; Jan., 1890, p. 264; Jan., 1891, pp. 241, 242; May, 1891, p. 43; Special Laws of Conn., Vol. X, p. 560. Mass. Acts and Resolves, 1891, Chap. 387.

Woonsocket and Pascoag Railroad Company: R. I. Acts and Resolves, May, 1887, p. 16; 1891, p. 245.

The Middletown, Meriden and Waterbury Railroad Company, formerly The Meriden and Cromwell Railroad Company and The Meriden and Waterbury Railroad Company, consolidated 1887 under name of The Meriden, Waterbury and Conn. River Railroad Company; sold under foreclosure of mortgage and came into possession of Middletown, Meriden and Waterbury Railroad Company in 1898; original companies organized under general laws of States of Conn.: M. and C., July 10, 1882; M. and W., May 24, 1887; M., M. and W., November 3, 1898. Amendments, Special Laws of Conn., Vol. IX, p. 767; Vol. X, pp. 481, 745, 814.

Boston and New York Air Line Railroad Company, successor of New Haven, Middletown and Willimantic Railroad Company: Special Laws of Conn., Vol. VI, pp. 286, 329, 652; Vol. VII, pp. 2, 31, 273, 543, 767, 885; Vol. XII, p. 515.

The Providence Terminal Company, incorporated as New York, Providence and Boston and Old Colony Railroad Terminal Company: R. I. Acts and Resolves, May, 1891, p. 39; Jan., 1904, p. 103.

The Manufacturers Railroad Company, successor to The Manufacturers Street Railway Company of New Haven: Special Laws of Conn., Vol. XI, p. 861; Vol. XII, pp. 295, 1017; Vol. XIII, p. 817; Vol. XIV, p. 123.

Pawtuxet Valley Railroad Company: R. I. Acts and Resolves, May, 1868, p. 42; Jan., 1869, p. 207; May, 1872, p. 69; Jan., 1873, p. 205; May, 1875, p. 40; May, 1879, p. 23; Jan., 1880, p. 141; Jan., 1900, p. 98.

The People's Tramway Company: Special Laws of Conn., Vol. XI, p. 1045; Vol. XII, p. 1037; Vol. XIII, p. 387.

The Putnam and Thompson Street Railway Company: Special Laws of Conn., Vol. XI, p. 746; Vol. XII, pp. 395, 1026.

The Danielson and Norwich Street Railway Company: Special Laws of Conn., Vol. XIII, p. 800.

The Winchester Avenue Railroad Company: Special Laws of Conn., Vol. X, p. 1224; Vol. XI, p. 995; Vol. XII, pp. 391, 1041; Vol. XIII, p. 902; Vol. XIV, p. 390.

New Haven and West Haven Horse Railroad Company: Special Laws of Conn., Vol. V, p. 741; Vol. VI, pp. 64, 140, 619, 793; Vol. VII, pp. 787, 788; Vol. VIII, pp. 105, 215; Vol. IX, p. 167; Vol. X, pp. 1129, 1322; Vol. XI, p. 994.

The Fair Haven and Westville Railroad Company: Special Laws of Conn., Vol. V, pp. 370, 498, 502, 620, 627, 655; Vol. VI, pp. 51, 404, 949; Vol. VII, pp. 382, 899; Vol. X, pp. 326, 356, 959, 1203; Vol. XI, pp. 863, 1040, 1066, 1160; Vol. XII, pp. 472, 1019; Vol. XIII, pp. 369, 1024; Vol. XIV, p. 389.

The New Haven Street Railway Company, including State Street Horse Railroad Company, New Haven and Morris Cove Railroad Company, Edgewood Street Railroad Company, Lake Saltonstall Railroad Company, New Haven and East Haven River Railway Company: Special Laws of Conn., Vol. VI, pp. 344, 346, 792; Vol. VII, pp. 63, 145, 314, 675, 787, 813, 873; Vol. VIII, p. 374; Vol. IX, p. 167; Vol. X, p. 1040; Vol. XI, pp. 843, 846, 863, 1042, 1065, 1066, 1070; Vol. XII, pp. 473, 919, 1015; Vol. XIII, p. 369.

The New Haven and Centerville Street Railway Company: Special Laws of Conn., Vol. V, p. 701; Vol. VI, pp. 98, 404, 611, 954; Vol. VII, pp. 619, 742, 776, 787, 890; Vol. IX, pp. 167, 802; Vol. XI, p. 1027; Vol. XII, p. 478; Vol. XIII, p. 369.

Meriden Electric Railroad Company: Special Laws of Conn., Vol. X,

pp. 332, 744, 839, 1293; Vol. XI, p. 894; Vol. XII, p. 73; Vol. XIII, pp. 529, 1185; Vol. XIV, p. 471.

The Wallingford Tramway Company: Special Laws of Conn., Vol. XIV, p. 239.

New London Street Railway Company: Special Laws of Conn., Vol. VII, p. 565; Vol. X, p. 318; Vol. XI, p. 976; Vol. XII, p. 739; Vol. XIII, p. 202; Vol. XIV, p. 478.

The Norwich Street Railway Company: Special Laws of Conn., Vol. V, pp. 575, 762; Vol. VI, pp. 304, 575, 828; Vol. IX, pp. 614, 887; Vol. X, p. 1067; Vol. XI, p. 852; Vol. XII, pp. 313, 1193; Vol. XIII, p. 273; Vol. XIV, p. 87; Conn. Private Acts, 1870, p. 196; 1875, pp. 4, 72.

Montville Street Railway Company: Special Laws of Conn., Vol. X, p. 1135; Vol. XI, p. 840; Vol. XII, p. 620; Vol. XIII, p. 50.

The Middletown Street Railway Company, including Portland Street Railway Company: Special Laws of Conn., Vol. VII, p. 26; Vol. X, pp. 178, 345, 724; Vol. XI, pp. 858, 865; Vol. XII, pp. 349, 398, 631; Vol. XIII, pp. 340, 998; Vol. XIV, p. 411.

Hartford Street Railway Company, including part of The Newington Tramway Company: Special Laws of Conn., Vol. V, pp. 306, 492, 506, 619, 743; Vol. VI, pp. 179, 838; Vol. VII, p. 265; Vol. X, pp. 69, 431; Vol. XI, pp. 1035, 1082; Vol. XII, pp. 208, 682, 686; Vol. XIII, p. 335; Vol. XIV, pp. 277, 820.

The East Hartford and Glastonbury Street Railway Company: Special Laws of Conn., Vol. VI, pp. 85, 180, 344, 734; Vol. X, p. 271; Vol. XI, p. 675; Vol. XIII, p. 48; Vol. XIV, pp. 228, 820.

The Greenwich Tramway Company: Special Laws of Conn., Vol. XI, p. 888; Vol. XII, pp. 420, 1023; Vol. XIII, pp. 229, 230, 632; Vol. XIV, pp. 122, 257, 883.

The Branford Lighting and Water Company: Special Laws of Conn., Vol. XII, pp. 104, 846, 1012; Vol. XIII, pp. 334, 791; Vol. XIV, pp. 204, 652.

Stamford Street Railroad Company: Special Laws of Conn., Vol. X, pp. 236, 637, 1199; Vol. XI, p. 1100; Vol. XII, pp. 315, 495, 1193; Vol. XIII, pp. 323, 655; Vol. XIV, pp. 310, 1061.

The Suffield Street Railway Company: Special Laws of Conn., Vol. XIII, p. 1093; Vol. XIV, pp. 183, 555.

Willimantic Traction Company: Special Laws of Conn., Vol. XIII, p. 1099; Vol. XIV, p. 683.

The Hartford and Middletown Street Railway Company: Special Laws of Conn., Vol. XIV, p. 997.

The Hartford, Manchester and Rockville Tramway Company: Special Laws of Conn., Vol. XI, pp. 752, 968; Vol. XII, pp. 346, 876; Vol. XIV, pp. 87, 670.

The Waterbury and Pomperaug Valley Street Railway Company, formerly The Woodbury and Seymour Street Railway Company, includes The Woodbury and Waterbury Street Railway Company: Special Laws of Conn., Vol. XIV, pp. 187, 315.

The Torrington and Winchester Street Railway Company: Special Laws of Conn., Vol. XII, p. 676; Vol. XIII, p. 640; Vol. XIV, pp. 33, 37.

The Meriden, Southington and Compounce Tramway Company: Special Laws of Conn., Vol. XII, p. 863; Vol. XIII, pp. 386, 1217; Vol. XIV, pp. 471, 1088.

The dates and authority for the consolidations are as given above and as follows:

The New York, New Haven and Hartford Railroad Company with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company, May 31, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XV, p. 40.

The Hartford and New Haven Railroad Company with and in The New York and New Haven Railroad Company under the name of The New York,

New Haven and Hartford Railroad Company, August 6, 1872: Conn. Public Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1872, Chap. 171.

The New York, New Haven and Hartford Railroad Company with:

The Stamford and New Canaan Railroad Company, October 1, 1890: Special Laws of Conn., Vol. X, p. 1298.

The Hartford and Connecticut Valley Railroad Company, December 21, 1892: Special Laws of Conn., Vol. X, p. 1298.

New York, Providence and Boston Railroad Company, February 13, 1893: Special Laws of Conn., Vol. X, p. 1298; R. I. Acts and R., Jan., 1892, p. 389; do. Jan., 1893, p. 377.

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1905: Special Laws of Conn., Vol. XII, p. 632.

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895: Special Laws of Conn., Vol. XII, p. 632.

Shore Line Railway Company, March 18, 1897: Special Laws of Conn., Vol. X, p. 1298.

The Housatonic Railroad Company, March 28, 1898: Special Laws of Conn., Vol. X, p. 1298.

Shepaug, Litchfield and Northern Railroad Company, July 9, 1898: Special Laws of Conn., Vol. X, p. 1298.

New Haven and Derby Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Danbury and Norwalk Railroad Company, October 26, 1905: Special Laws of Conn., Vol. XIV, p. 669; Vol. XV, p. 40.

Colchester Railway Company, December 16, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Rockville Railroad Company, November 6, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Rhode Island and Massachusetts Railroad Company (R. I. Div.), November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Naugatuck Railroad Company, January 31, 1906: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

Providence and Springfield Railroad Company, October 30, 1905: Special Laws of Conn., Vol. XIV, p. 869.

Woonsocket and Pascoag Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869.

The Middletown, Meriden and Waterbury Railroad Company, November 3, 1905: Special Laws of Conn., Vol. XIV, p. 869; Vol. XV, p. 40.

The Providence Terminal Company, December 29, 1906: Special Laws of Conn., Vol. XIV, p. 869.

Boston and New York Air Line Railroad Company, January 30, 1907: Special Laws of Conn., Vol. XIV, p. 669; Vol. XV, p. 40.

The Manufacturers Railroad Company, April 30, 1907: Special Laws of Conn., Vol. XIV, p. 869.

Pawtuxet Valley Railroad Company, February 5, 1907: R. I. Acts and Resolves, Jan., 1907, p. 184.

The Consolidated Railway Company with:

The People's Tramway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Danielson & Norwich Street Railway Company, September 29, 1902: Special Laws of Conn., Vol. XIII, p. 747.

The Wallingford Tramway Company, May 14, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Winchester Avenue Railroad Company, May 20, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Fair Haven and Westville Railroad Company, May 23, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Meriden Electric Railroad Company, June 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Norwich Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Montville Street Railway Company, September 29, 1904: Special Laws of Conn., Vol. XIII, p. 747.

New London Street Railway Company, October 22, 1904: Special Laws of Conn., Vol. XIII, p. 747.

The Middletown Street Railway Company, November 28, 1904: Special Laws of Conn., Vol. XIII, p. 747.

Hartford Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The East Hartford and Glastonbury Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Greenwich Tramway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Branford Lighting and Water Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Stamford Street Railroad Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Suffield Street Railway Company, September 19, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

Willimantic Traction Company, December 6, 1905: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford and Middletown Street Railway Company, March 13, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Hartford, Manchester and Rockville Tramway Company, March 26, 1906: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The Waterbury and Pomperaug Valley Street Railway Company, April 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, p. 706.

The New York, New Haven and Hartford Railroad Company with:

The Torrington and Winchester Street Railway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The Meriden, Southington and Compounce Tramway Company, June 28, 1907: Special Laws of Conn., Vol. XIII, p. 747; Vol. XIV, pp. 706, 869.

The New York, New Haven and Hartford Railroad Company also controls, by leases, the railroads and railways of the following corporations:

Harlem River and Port Chester Railroad Company, ninety-nine years from October 1, 1873.

The New Haven and Northampton Company (lessee in perpetuity of the Holyoke and Westfield Railroad Company), ninety-nine years from April 1, 1887.

Providence and Worcester Railroad Company, ninety-nine years from July 1, 1892.

Old Colony Railroad Company (lessee for ninety-nine years from April 1, 1888, of property of Boston and Providence Railroad Corporation, for ninety-five years nine months from July 1, 1891, of property of the Providence, Warren and Bristol Railroad Company, and for ninety-nine years from December 1, 1892, of property of the Plymouth and Middleborough Railroad Company), ninety-nine years from March 1, 1893.

Berkshire Railroad Company, ninety-nine years from April 1, 1893.

The New England Railroad Company (lessee for 100 years from February 1, 1869, of the property of the Norwich and Worcester Railroad Company, for five years from April 1, 1902, of the property of the Milford and Woonsocket Railroad Company, for five years from April 1, 1902, of the property of the Milford, Franklin and Providence Railroad Company; also operates Rhode Island and Massachusetts Railroad, in Massachusetts, pending lease), ninety-nine years from July 1, 1898.

The New York, New Haven and Hartford Railroad Company operated

The Chatham Railroad Company under a contract dated June 16, 1905, continuing until June 30, 1910, and thereafter until terminated by notice.

The property, rights and franchises of the West Shore Railway Company are leased to the Winchester Avenue Railroad Company for ninety-nine years from December 15, 1895.

The Connecticut Railway and Lighting Company was leased to The Consolidated Railway Company for a term of 999 years, effective August 1, 1906.

The Connecticut Company, by agreement with The New York, New Haven and Hartford Railroad Company, dated June 1, 1907, operates electric railway lines of The New York, New Haven and Hartford Railroad Company.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
WILLIAM ROCKEFELLER,	New York, N. Y.,	October 16, 1907.
J. PIERPONT MORGAN,	New York, N. Y.,	" "
G. MACCULLOCH MILLER,	New York, N. Y.,	" "
CHARLES F. CHOATE,	Boston, Mass.,	" "
NATHANIEL THAYER,	Boston, Mass.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DEVER WARNER,	Bridgeport, Conn.,	" "
FRANK W. CHENEY,	So. Manchester, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
H. McK. TWOMBLY,	New York, N. Y.,	" "
ROBERT W. TAFT,	Providence, R. I.,	" "
JOHN H. WHITEMORE,	Naugatuck, Conn.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "
JAMES S. HEMINGWAY,	New Haven, Conn.,	" "
JAMES MCCREA,	Philadelphia, Pa.,	" "
A. HEATON ROBERTSON,	New Haven, Conn.,	" "
FREDERICK F. BREWSTER,	New Haven, Conn.,	" "
HENRY K. MCHARG,	Stamford, Conn.,	" "

Total number of stockholders at date of last election: N. Y., N. H. & H. R. R. Co., 13,758.

Total number of stockholders at date of last election: Consolidated Railway Co., 17.

Date of last meeting of stockholders for election of directors: N. Y., N. H. & H. R. R. Co., October 17, 1906.

Date of last meeting of stockholders for election of directors: Consolidated Railway Co., March 18, 1907.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: J. M. Tomlinson, General Auditor, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-Ch'man of Board,	CHARLES F. BROOKER,	Ansonia, Conn.
Assist. to the President,	HARRY A. FABIAN,	New Haven, Conn.
Vice-President,	T. E. BYRNES,	Boston, Mass.
Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Vice-President,	E. H. MCHENRY,	New Haven, Conn.
Vice-President,	E. G. BUCKLAND,	Providence, R. I.
Vice-President,	B. CAMPBELL,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.
Assistant Treasurer,	T. F. PARADISE,	New Haven, Conn.
Counsel,	E. D. ROEBINS,	New Haven, Conn.
Attorney,	F. A. FARNHAM,	Boston, Mass.
Attorney,	N. W. SMITH,	Providence, R. I.
Attorney,	J. C. SWEENEY,	Providence, R. I.
Attorney,	WILLIAM GREENOUGH,	New York, N. Y.
General Auditor,	J. M. TOMLINSON,	New Haven, Conn.
Chief Engineer,	EDWARD GAGEL,	New Haven, Conn.
General Manager,	S. HIGGINS,	New Haven, Conn.
General Superintendent,	O. M. SHEPARD,	New Haven, Conn.
Asst. General Supt.,	A. W. MARTIN,	Boston, Mass.

DIVISION SUPERINTENDENTS:

J. P. HOPSON,	Supt. New York Division,	New York, N. Y.
C. C. ELWELL,	Supt. Shore Line Div.,	New London, Conn.
A. W. HONYWILL,	Supt. Hartford Division,	Hartford, Conn.
WILLIAM DANIELS,	Supt. Air Line-North- ampton Division,	New Haven, Conn.
C. S. LAKE,	Supt. Naugatuck and Berkshire Divisions,	New Haven, Conn.
B. R. POLLOCK,	Supt. Highland Division,	Hartford, Conn.
J. A. DROEGE,	Supt. Worcester Division,	Providence, R. I.
G. T. TAYLOR,	Supt. Plymouth Division,	Boston, Mass.
ISAAC N. MARSHALL,	Supt. Taunton Division,	Taunton, Mass.
C. N. WOODWARD,	Supt. Providence and Midland Divisions,	Boston, Mass.
Passenger Traffic Mgr.,	GEO. L. CONNOR,	New Haven, Conn.
General Passenger Agent,	A. C. KENDALL,	Boston, Mass.
Asst. Gen. Passenger Agt.	F. C. COLEY,	New Haven, Conn.
General Baggage Agent,	GEO. A. MORTON,	New Haven, Conn.
General Freight Agent.	F. S. HOLBROOK,	Boston, Mass.
Asst. Gen. Freight Agt.,	L. H. KENTFIELD,	New Haven, Conn.

Steam Railroads Operated.

JUNE 30, 1907.

(For Street Railways see accompanying schedule pages 254-299 .

Name of every railroad the operations of which are included in the Income Account (p.):

1. Railroad Line represented by Capital Stock: a. Main Line. b. Branches and Spurs.
 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jc., N. Y., Cedar Hill Jc., New Haven, Conn.,	Providence, R. I. Springfield, Mass.	173.77 60.17—	233.94
1b. New Canaan Branch,	Stamford, Conn.,	New Canaan, Conn.	7.66	
Berkshire Branch,	Botsford, Conn.,	Mass. State Line.	59.81	
Bridgeport Branch,	Botsford, Conn.,	Bridgeport, Conn.	15.16	
Brookfield Branch,	Brookfield Jc., Conn.,	Danbury, Conn.	5.36	
Litchfield Branch,	Bethel, Conn.,	Litchfield, Conn.	38.23	
New Britain Branch,	Berlin, Conn.,	New Britain, Conn.	3.18	
Middletown Branch,	Berlin, Conn.,	Middletown, Conn.	9.70	
Valley Branch,	Hartford, Conn.,	Fenwick, Conn.	46.20	
Suffield Branch,	Windsor L'ks, Conn.,	Suffield, Conn.	4.32	
Loop Branch at	Stonington, Conn.,		.97	
Pawtuxet Valley Branch,	Auburn, R. I.,	Pontiac, R. I.	4.69	
Harbor Jc. Branch,	Auburn, R. I.,	Henderson St., Prov.	3.58	
Harrisville Branch,	Woonsocket, R. I.,	Harrisville, R. I.	9.45	
Meriden Branch,	Westfield, Conn.,	Waterbury, Conn.	26.00	
Rockville Branch,	Vernon, Conn.,	Rockville, Conn.	4.43	
Danbury Branch,	Danbury, Conn.,	So. Norwalk, Conn.	23.59	
Wilson Point Branch,	So. Norwalk, Conn.,	Wilson Pt., Conn.	2.69	
Ridgefield Branch,	Branchville, Conn.,	Ridgefield, Conn.	3.97	
Naugatuck Division,	Naugat'k, Jc., Conn.,	Winsted, Conn.	56.12	
Watertown Branch,	Waterbury, Conn.,	Watertown, Conn.	4.44	
Berkshire Branch,	New Haven, Conn.,			
	Union Depot,	Botsford, Conn.	24.32	
Colchester Branch,	Turnersville, Conn.,	Colchester, Conn.	3.59	
Pascoag Branch,	Providence, R. I.,	Douglas Jc., Mass.	27.73	
Franklin Branch,	Valley Falls, R. I.,	Mass. State Line.	7.07	
Air Line Branch,	New Haven, Conn.,	Willimantic, Conn.	52.26	
Pawtuxet Valley R. R.,	Pontiac, R. I.,	Hope, R. I.	5.67—	450.19
2 & 3. N. H. & Northampton Co.,	New Haven, Conn.,	Shelburne Jc., Mass.	94.64	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.	14.09	
Williamsburg Branch,	Northampton, Mass.,	Williamsburg, Mass.	7.51	
Turner's Falls Branch,	So. Deerfield, Mass.,	Turner's Falls, Mass.	10.07	
Harlem R. & Pt. C. R. R.,	Harlem River, N. Y.,	New Rochelle, N. Y.	11.50	
Mil. & Franklin & Prov. Branch,	Franklin, Mass.,	Bellingham, Mass.	4.65	
Mil. & Woonsocket Branch,	Bellingham, Mass.,	Ashland, Mass.	15.13	
Rhode Island Mass. R. R. in Mass.,	Franklin, Mass.,	W. Wrentham, Mass.	6.52—	164.11
3. Berkshire R. R.,	Conn. State Line,	N. Y. State Line.	23.17	
" " "	V. Deusenville, Mass.,	Pittsfield, Mass.	22.02	
Prov. & Worcester R. R.	Providence, R. I.,	Worcester, Mass.	*30.90	
East Providence Branch, '	Valley Falls, R. I.,	E. Providence, R. I.	7.00	
Prov., Warren & Bris. R. R.,	India Point, R. I.,	Bristol, R. I.	14.15	
Branch at	India Point, R. I.,		.75	
Boston & Providence R. R.,	Boston, Mass.,	Providence, R. I.	*41.69	
India Point Branch,	E. Junction, Mass.,	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.,	Dedham, Mass.	5.37	
Dedham Branch,	Readville, Mass.,	Dedham, Mass.	2.47	
Connection with	N. E. R. R., at	Readville, Mass.	1.20	
Stoughton Branch,	Canton Jc., Mass.,	Stoughton, Mass.	4.05	
Old Colony R. R.: Main Line,	Boston, Mass.,	Newport, R. I.	67.60	
" " "	Mayflower Pk., Mass.,	Somerset Jc., Mass.	36.31	
" " "	Middleboro, Mass.,	Provincetown, Mass.	85.66	
" " "	Raynham, Mass.,	Whitinton Jc.	3.38	

*Includes only one-half of joint track between Providence station and Boston switch, a distance of five miles.

Steam Railroads Operated. — Continued.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
Old Colony R. R.—Continued.				
Main Line,	Braintree, Mass.,	Kingston, Mass.	32.34	
" "	So. Braintree, Mass.	Plymouth, Mass.	26.04	
" "	Framingham, Mass.,	Lowell, Mass.	26.12	
" "	New Bedford, Mass.,	Fitchburg, Mass.	91.25	
Dorchester & Milton Br.,	Neponset, Mass.,	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br. Jc.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.,	Shawmut Jc., Mass.,	2.39	
Bridgewater Branch,	Whitman, Mass.,	B'water I. Works.	6.12	
Brockton Branch,	Elmwood, Mass.,	Westdale, Mass.	.75	
Granite Branch,	Atlantic, Mass.,	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.,	Hyannis, Mass.	5.05	
Woods Holl Branch,	Buzzards Bay, Mass.,	Woods Holl, Mass.	17.54	
Hanover Branch,	No. Abington, Mass.,	Hanover, Mass.	7.80	
Fairhaven Branch,	Tremont, Mass.,	Fairhaven, Mass.	15.17	
Easton Branch,	Matfield, Mass.,	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.,	M. & T. Junc., Mass.	8.04	
Attleboro Branch,	Attleboro Jc., Mass.,	Attleboro, Mass.	8.60	
Whittenton "Y" Branch,	Attleboro Jc., Mass.,	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jc., Mass.,	Sterling Junc., Mass.	5.03	
Lancaster Branch,	Lancaster Jc., Mass.,	Lancaster Mills.	1.63	
Marlboro Branch,	Marlboro Jc., Mass.,	Marlboro, Mass.	1.47	
Prison Branch,	So. Framington, Ms.,	Women's Ref'ty.	.62	
Wrentham Branch,	Walpole Jc., Mass.,	No. Attleboro, Mass.	11.88	
" "	No. Attleboro, Mass.,	Adamsdale Jc., Mass.	3.86	
" "	No. Attleboro Jc.,	Chestnut St., Mass.	.97	
Walpole & Dedham Branch,	Walpole Jc., Mass.,	Norwood Jc., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.,	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.,	Warren, R. I.	7.95	
P. & W. R. R. Connection	near	Pleasant View, Mass.	.22	
Connection with	N. E. R. R. at	Boston, Mass.	.43	
Midland Division with Boston				
Terminal Co.,			.67	
Nantasket Beach R. R.,	Nantasket Jc., Mass.,	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.,	Middleboro, Mass.	15.03	
New England R. R.,	Boston, Mass.,	Hopewell Jc., N. Y.	213.56	
" "	Wicopee, N. Y.,	Fishkill Ldg., N. Y.	1.80	
So. Boston Frt. Br., at	Boston, Mass.,		1.04	
Dedham Branch,	Dedham Jc., Mass.,	Dedham, Mass.	1.53	
Islington Branch,	Islington, Mass.,	Dedham, Mass.	2.00	
Cook Street Branch,	Cook st., Newt'n, Ms.,	Woonsocket, R. I.	28.67	
Providence Branch,	Providence, R. I.,	Willimantic, Conn.	57.76	
Southbridge Branch,	E. Thompson, Conn.,	Southbridge, Mass.	17.36	
Melrose Branch,	Melrose, Conn.,	West St., Rockville, Conn.	7.22	
Springfield Branch,	East Hartford, Conn.,	B. & A. Jc., Spg'd.	23.31	
Needham Extension,	W. Roxbury, Mass.,	Needham, Mass.	4.53	
Norwich & Worcester R. R.,	Groton, Conn.,	Worcester, Mass.	70.97	
Connection with	N. L. N. R. R., at	Norwich, Conn.	.63	1,140.60
4. Holyoke & Westfield R. R.,	Holyoke, Mass.,	Westfield, Mass.	10.32	
Chatham R. R.,	Harwich, Mass.,	Chatham, Mass.	7.07	17.39
5. New York & Harlem R. R.,	Woodlawn, N. Y.,	G. C. Depot, N. Y.	12.03	
Boston Terminal Co.,	Fort Pt. Channel,	Boston Station.	.42	
Boston & Albany R. R.,	Junction to Station,	Ashland, Mass.	.22	
" " " "	" "	Worcester, Mass.	.15	
" " " "	" "	Springfield, Mass.	.59	
Boston & Maine R. R.,	" "	Lowell, Mass.	.57	
Fitchburg R. R.,	Shelburne Jc., Mass.,	Shelburne Falls.	4.67	
Newburgh, Dutch. & Ct. R. R.,	Hopewell Jc., N. Y.,	Wicopee, N. Y.	10.95	
Boston & Maine R. R.,	Sterling Jc., Mass.,	Worcester, Mass.	11.94	
Dutchess County R. R.,	Hopewell Jc., N. Y.,	Poughkeepsie Junc.	12.40	53.94
Total Mileage Operated,				2,060.17

Steam Railroads Operated—State of Connecticut.

JUNE 30, 1907.

(For Street Railways see accompanying schedule pages 254-299).

Name of every railroad the operations of which are included in the Income Account (p. 205).

1. Railroad Line represented by Capital Stock: *a.* Main Line. *b.* Branches and Spurs.
2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
1a. N. Y., N. H. & H. R. R.,	N. Y. State Line, near Port Chester, Cedar Hill Jct.,	R. I. State Line, near Westerly,	115.79	
N. Y., N. H. & H. R. R.,	New Haven, Conn.,	Mass. State Line,	54.22—	170.01
1b. New Canaan Branch,	Stamford, Conn.,	New Canaan, Conn.,	7.66	
Berkshire Branch,	Botsford, Conn.,	Mass. State Line,	59.81	
"	New Haven, Conn.,			
Bridgeport Branch,	Union Depot,	Botsford, Conn.,	24.32	
Brookfield Branch,	Botsford, Conn.,	Bridgeport, Conn.,	15.16	
Litchfield Branch,	Brookfield Jc., Conn.,	Danbury, Conn.,	5.36	
New Britain Branch,	Bethel, Conn.,	Litchfield, Conn.,	38.23	
Middletown Branch,	Berlin, Conn.,	New Britain, Conn.,	3.18	
Valley Branch,	Berlin, Conn.,	Middletown, Conn.,	9.70	
Suffield Branch,	Hartford, Conn.,	Fenwick, Conn.,	46.20	
Loop Branch at	Windsor Locks, Ct.,	Suffield, Conn.,	4.32	
Meriden Branch,	Stonington, Conn.,		.97	
Rockville Branch,	Westfield, Conn.,	Waterbury, Conn.,	26.00	
Danbury Branch,	Vernon, Conn.,	Rockville, Conn.,	4.43	
Wilson Point Branch,	Danbury, Conn.,	So. Norwalk, Conn.,	23.59	
Ridgefield Branch,	So. Norwalk, Conn.,	Wilson Pt., Conn.,	2.69	
Naugatuck Division,	Branchville, Conn.,	Ridgefield, Conn.,	3.97	
Watertown Branch,	Naugatuck, Jc., Ct.,	Winsted, Conn.,	56.12	
Colchester Branch,	Waterbury, Conn.,	Watertown, Conn.,	4.44	
Boston & N. Y. A. L. R. R.,	Turnersville, Conn.,	Colchester, Conn.,	3.59	
	New Haven, Conn.,	Willimantic, Conn.,	52.26—	392.00
2 & 3. N. H. & Northampton Co.,	New Haven, Conn.,	Mass. State Line,	51.26	
New Hartford Branch,	Farmington, Conn.,	New Hartford, Conn.,	14.09—	65.35
3. New England R. R.,	Mass. State Line,	N. Y. State Line,	134.17	
Providence Branch,	Willimantic, Conn.,	R. I. State Line,	31.96	
Southbridge Branch,	Ea. Thompson, Ct.,	Mass. State Line,	5.35	
Melrose Branch,	Melrose, Conn.,	West St., Rockville, Conn.,	7.22	
Springfield Branch,	Ea. Hartford, Conn.,	Mass. State Line,	20.17	
Norwich & Worcester R. R.,	Groton, Conn.,	Mass. State Line,	53.14	
Connection with N. L. N. R. R.,	at	Norwich, Conn.,	.63—	252.64
Total Mileage Operated—State of Connecticut, ...			880.00	

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
	1,218,781	\$100.00	\$121,878,100	\$121,878,100	8 per cent.	\$7,469,428*

The whole capital stock results from the merger on May 31, 1907, of The New York, New Haven & Hartford Railroad Company with and in The Consolidated Railway Company.

*Explanatory Remarks.

Div. No. 108. — Sept. 30, 1906,	2% on \$83,537,100.00	= \$1,670,742.00
Div. " 109. — Dec. 31, 1906,	2% on 83,584,600.00	= 1,671,692.00
Div. " 110. — March 30, 1907,	2% on 84,471,600.00	= 1,689,432.00
Div. " 111. — June 29, 1907,	2% on 121,878,100.00	= 2,437,562.00

\$7,469,428.00

Funded Debt.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mtg. on H. R. & P. C. R. R., . .	1904 May 2	1954 May 1	\$15,000,000	10,958,000	10,958,000	\$11,059,893.60
Gen. Mtg. N. Y., Prov. & Boston,	1892 Apr. 1	1942 Apr. 1	4,000,000	1,000,000	1,000,000	1,000,000.00
1st Mtg. Shore Line, ...	1880 Mar. 1	1910 Mar. 1	200,000	200,000	200,000	201,000.00
1st Mtg. Housatonic, ...	1880 Apr. 1	1910 Apr. 1	700,000	400,000	100,000	*.
Con. Mtg. Housatonic, ...	1887 Nov. 1	1937 Nov. 1	3,000,000	2,839,000	2,839,000	*.
1st Mtg. Naugatuck, ...	1904 May 2	1954 May 1	2,500,000	2,500,000	2,500,000	2,565,810.00
Con. Mtg. Danb'y & Norwalk, . .	1880 May 19	1920 July 1	500,000	100,000	100,000	100,000.00
Con. Mtg. Danb'y & Norwalk, . .	1890 July 1	1920 July 1		200,000	200,000	200,000.00
Con. Mtg. Danb'y & Norwalk, . .	1892 July 1	1920 July 1		200,000	200,000	200,000.00
Gen. Mtg. Danb'y & Norwalk, . .	1883 Mar. 31	1925 Apr. 1		150,000	150,000	150,000.00
†1st Ref. Bds. Danbury & Norwalk,	1905 June 1	1955 June 1	.....	350,000	350,000	359,625.00
1st Mtg. Prov. & Springfield, . .	1892 July 1	1922 July 1	750,000	750,000	750,000	870,000.00
Con. Mtg. N. H. & Derby, ...	1888 May 1	1918 May 1	800,000	575,000	575,000	575,000.00
1st Mtg. Woon. & Pascoag, . . .	1890 Oct. 1	1910 Oct. 1	100,000	100,000	100,000	100,000.00

Funded Debt.—Continued.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Denied.
	Date of Issue.	When Due.				
1st Mtg. Colches- ter, ...	1877	1907				
	July 1	July 1		*25,000		
1st Mtg. Worc. & Conn. East'n Ry.,	1902	1943				
	Oct. 1	Jan. 1	3,100,000	1,992,000	1,992,000	
1st Mtg. Winches- ter Avenue, . .	1892	1912				
	Nov. 1	Nov. 1	500,000	500,000	500,000	
1st Mtg. New Ha- ven Street R. R.,	1893	1913				
	Sept. 1	Sept. 1	600,000	600,000	600,000	
Con. Mtg. New Ha- ven Street R. R.,	1894	1914				
	June 1	June 1	250,000	250,000	250,000	
1st Mtg. New Ha- ven & Cent'rville,	1893	1933				
	Sept. 1	Sept. 1	625,000	283,000	283,000	
1st Mtg. Meriden Horse R. R., . .	1891	1911				
	Oct. 1	Oct. 1	100,000	85,000	85,000	
Con. Mtg. Meriden Horse R. R., . .	1894	1924				
	Jan. 1	Jan. 1	500,000	415,000	415,000	
1st Mtg. Norwich Street Ry., . . .	1893	1923				
	Oct. 2	Oct. 2	350,000	350,000	350,000	
1st Mtg. Montville Street Ry., . . .	1900	1920				
	May 1	May 1	350,000	250,000	250,000	
1st Mtg. New Lon- don Street Ry.,	1893	1923				
	Oct. 2	Oct. 2	150,000	150,000	150,000	
1st Mtg. Middle- town Horse R. R.,	1894	1914				
	Dec. 1	Dec. 1	150,000	150,000	150,000	
1st Mtg. Portland Street Ry., . . .	1896	1916				
	Nov. 1	Nov. 1	75,000	30,000	30,000	
1st Mtg. Hartford Street Ry., . . .	1900	1930				
	Sept. 1	Sept. 1	3,000,000	2,500,000	2,500,000	
1st Mtg. Hartford, Man. & Rockv'le,	1894	1924				
	Oct. 1	Oct. 1	300,000	200,000	200,000	
1st Mtg. Green- wich Tramway,	1901	1931				
	July 1	July 1	400,000	320,000	320,000	
1st Mtg. Branford Electric, ...	1897	1937				
	Oct. 1	Oct. 1	100,000	63,000	63,000	
1st Con. Mtg. Bran- ford Lt. & Water,	1901	1951				
	Aug. 1	Aug. 1	500,000	307,000	307,000	
1st Mtg. Boston & N. Y. Air Line,	1905	1955				
	Aug. 1	Aug. 1	5,000,000	3,777,000	3,777,000	3,777,000.00
1st Mtg. Prov. Terminal, . . .	1906	1956				
	Mar. 1	Mar. 1	7,500,000	4,000,000	4,000,000	
1st Mtg. Torrington & Wchtr. St. Ry.,	1897	1917				
	Dec. 1	Dec. 1	150,000	150,000	150,000	
1st Mtg. Merid., So & Comp. St. Ry.,	1893	1923				
	Aug. 15	July 1	200,000	175,000	175,000	
1st Mtg. Pawtuxet Valley R. R., . .	1900	1925				
	Apr. 1	Apr. 1	160,000	160,000	160,000	
Total, ...			\$51,760,000	37,054,000	36,729,000	

* These bonds were paid before June 30, 1907.

† Authority to issue from time to time its bonds to the amount of \$25 000 for each mile of single main track and \$25,000 for each mile additional main track of which is reserved for refunding bonds maturing July 1, 1920, \$500,000.00, and April 1, 1925, \$150,000.00.

Funded Debt.—Continued.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	May and November.	\$438,320.00	\$438,320.00
4 per cent.	April and October.	40,000.00	40,000.00
4½ per cent.	March and September.	9,000.00	9,000.00
4 per cent.	April and October.	4,000.00	4,000.00
5 per cent.	May and November.	141,950.00	141,950.00
4 per cent.	May and November.	99,840.00	99,840.00
6 per cent.	January and July.	6,000.00	6,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	April and October.	7,500.00	7,500.00
4 per cent.	June and December.	14,000.00	14,000.00
5 per cent.	January and July.	37,500.00	37,500.00
5 per cent.	May and November.	28,750.00	28,750.00
5 per cent.	April and October.	5,000.00	5,000.00
7 per cent.	January and July.	1,750.00	1,750.00
4½ per cent.	January and July.	7,470.00	44,820.00
5 per cent.	May and November.	2,083.33	.....
5 per cent.	March and September.	2,500.00	.....
5 per cent.	June and December.	1,041.67	.....
5 per cent.	March and September.	1,179.17	.....
5 per cent.	April and October.	354.17	.....
5 per cent.	January and July.	1,729.17	10,375.00
5 per cent.	April and October.	1,458.33	.....
5 per cent.	May and November.	1,041.66	.....
5 per cent.	April and October.	625.00	.....
5 per cent.	June and December.	625.00	.....
5 per cent.	May and November.	125.00	.....
4 per cent.	March and September.	8,333.33	.....
5 per cent.	April and October.	833.33	.....
5 per cent.	January and July.	1,333.33	8,000.00
5 per cent.	April and October.	262.50	.....
5 per cent.	February and August.	1,279.17	.....
4 per cent.	February and August.	11,250.00	25,100.00
4 per cent.	March and September.	43,736.78	.....
5 per cent.	June and December.	.....	.....
5 per cent.	January and July.	.....	.....
4 per cent.	April and October.	.....	.....
Total,	.....	\$940,870.94	\$941,905.00

Funded Debt. — Continued.

MISCELLANEOUS OBLIGATIONS.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1904 Feb. 1	1914 Feb. 1	\$5,000,000	\$5,000,000	\$5,000,000
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1897 March 1	1947 March 1	5,000,000	5,000,000	5,000,000
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1901 March 1	1947 March 1	5,000,000	5,000,000	5,000,000
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1904 April 1	1954 April 1	10,000,000	10,000,000	10,000,000
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1905 July 1	1955 July 1	15,000,000	15,000,000	15,000,000
N. Y., N. H. & H. R. R. Co., Non Con. Debs.,	1906 May 1	1956 May 1	15,000,000	15,000,000	15,000,000
Naugatuck Non Con. Debs., ...	1902 Oct. 1	1930 Oct. 1	2,000,000	2,000,000	2,000,000
Hartford St. Ry. Co., Non Con. Debs., .	1900 Sept. 1	1930 Jan. 1	165,000	165,000	165,000
Hartford St. Ry. Co., Non Con. Debs., .	1900 Sept. 1	1930 Jan. 1	145,000	145,000	145,000
Consolidated Ry. Co., Debs., ...	1904 July 1	1954 July 1	5,000,000	4,354,000	4,354,000
Consolidated Ry. Co., Debs., ...	1905 Jan. 2	1955 Jan. 1	4,000,000	2,350,000	2,350,000
Consolidated Ry. Co., Debs., ...	1905 Feb. 1	1930 Feb. 1	1,000,000	1,000,000	1,000,000
Consolidated Ry. Co., Debs., ...	1905 April 1	1955 April 1	3,500,000	1,341,000	1,341,000
Consolidated Ry. Co., Debs., ...	1906 Jan. 1	1956 Jan. 1	10,000,000	2,108,000	2,108,000

Funded Debt.—Continued.

Class of Bond or Obligation.	TIME.		Amount Authorized Issue.	Amount Issued.	Amount Outstanding.
	Date of Issue.	When Due.			
N. Y., N. H. & H. R. R. Co., Short Term Debs., Notes, . . . }	1906 Oct. 20	1908 Oct. 20	.....	600,000	600,000
“ “ “	1906 Nov. 15	1908 Nov. 15	.....	1,250,000	1,250,000
“ “ “	“ 15	“ 15	.....	500,000	500,000
“ “ “	“ 19	“ 19	.....	100,000	100,000
“ “ “	“ 22	“ 22	.....	2,000,000	2,000,000
“ “ “	“ 27	“ 27	.....	500,000	500,000
“ “ “	Dec. 1	Dec. 1	.....	370,000	370,000
“ “ “	“ 5	“ 5	.....	300,000	300,000
“ “ “	“ 7	“ 7	.....	200,000	200,000
“ “ “	“ 11	“ 11	.....	50,000	50,000
“ “ “	“ 11	“ 11	.....	400,000	400,000
“ “ “	“ 14	“ 14	.....	400,000	400,000
“ “ “	“ 21	“ 21	.....	250,000	250,000
“ “ “	“ 22	“ 22	.....	200,000	200,000
“ “ “	“ 24	“ 24	.....	250,000	250,000
“ “ “	“ 29	“ 29	.....	450,000	450,000
“ “ “	“ 31	“ 31	.....	500,000	500,000
“ “ “	1907 Jan. 9	1909 Jan. 9	.....	1,500,000	1,500,000
“ “ “	“ 9	1910 Jan. 9	.....	3,500,000	3,500,000
“ “ “	“ 10	“ 10	.....	50,000	50,000
“ “ “	“ 9	1911 Jan. 9	.....	2,150,000	2,150,000
“ “ “	“ 1	1912 Jan. 1	.....	300,000	300,000
“ “ “	Jan. 9	“ 9	.....	6,400,000	6,400,000
Consolidated Debs., Certificates, . . .	1894 Oct. 1	1908 April 1	.....	*66,100	66,100
Consolidated Debs., Certificates, . . .	1906 Jan. 1	1956 Jan. 1	30,000,000	21,675,600	21,675,600
European Loan, Non Con. Debs., . . .	1907 April 1	1922 April 1	27,985,000	27,985,000	27,985,000
Total, . . . . .	.....	.....	\$138,795,000	\$140,409,700	\$140,409,700
Mortgage Bonds, . .	.....	.....	\$51,760,000	\$37,054,000	\$36,729,000
Miscellaneous Obliga- tions, . . . . .	.....	.....	138,795,000	140,409,700	140,409,700
Grand Total, . . .	.....	.....	\$190,555,000	\$177,463,700	\$177,138,700

* Original issue, \$16,297,200.00.

Funded Debt.—Continued.

INTEREST.

Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
4 per cent.	February and August.	\$200,000.00	\$200,000.00
4 per cent.	March and September.	200,000.00	200,000.00
3½ per cent.	March and September.	175,000.00	175,000.00
3½ per cent.	April and October.	350,000.00	350,000.00
4 per cent.	January and July.	600,000.00	600,000.00
4 per cent.	May and November.	600,000.00	600,000.00
3½ per cent.	April and October.	8,190.00	8,190.00
4 per cent.	January and July.	550.00	.....
4½ per cent.	January and July.	543.75	.....
4 per cent.	January and July.	14,513.33	87,080.00
4 per cent.	January and July.	7,833.33	47,000.00
3 per cent.	February and August.	2,500.00	.....
4 per cent.	April and October.	4,470.00	.....
4 per cent.	January and July.	7,026.67	42,160.00
4½ per cent.	April and October.	18,750.00	13,500.00
5¼ per cent.	May and November.	41,015.63	32,812.50
5 per cent.	May and November.	15,625.00	12,500.00
5½ per cent.	May and November.	3,222.92	2,625.00
5 per cent.	May and November.	60,555.56	50,000.00
5 per cent.	May and November.	14,791.67	12,500.00
5 per cent.	June and December.	10,625.01	9,250.00
5 per cent.	June and December.	8,541.66	7,500.00
5 per cent.	June and December.	5,611.00	5,000.00
5½ per cent.	June and December.	1,451.05	1,312.50
5 per cent.	June and December.	11,055.55	10,000.00
5 per cent.	June and December.	10,888.86	10,000.00
5 per cent.	June and December.	6,562.55	6,250.00
5 per cent.	June and December.	5,222.23	5,000.00
5 per cent.	June and December.	6,458.36	6,250.00
5 per cent.	June and December.	11,312.50	11,250.00
5 per cent.	June and December.	12,500.00	12,500.00
5 per cent.	January and July.	35,625.00	.....
5 per cent.	January and July.	.....	.....
5 per cent.	January and July.	83,989.58	.....
5 per cent.	January and July.	38,777.79	.....
5 per cent.	January and July.	6,914.48	7,500.00
5 per cent.	January and July.	139,904.96	.....
4 per cent.	April and October.	2,889.95	3,068.95
3½ per cent.	January and July.	675,673.11	774,147.29
4 per cent.	April and October.	279,850.00	.....
Total, . . .	.....	\$3,678,441.50	\$3,302,396.24
Mortgage Bonds, . . .	.....	\$940,870.94	\$941,905.00
Miscellaneous Obligations, . . .	.....	3,678,441.50	3,302,396.24
Grand total, . . .	.....	\$4,619,312.44	\$4,244,301.24

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds, . . .	\$37,054,000	\$36,729,000	\$940,870.94	\$941,905.00
Miscellan's Obligations,	140,409,700	140,409,700	3,678,441.50	3,302,396.24
Total, ...	\$177,463,700	\$177,138,700	\$4,619,312.44	\$4,244,301.24

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1907.
Cash, ... \$9,899,830.69	Loans and Bills Payable, ... \$3,992,154.16
Bills Receivable, . . . 36,252,871.27	Audited Vouchers and Accounts, ... 6,053,292.15
Due from Agents, . . . 2,904,577.81	Wages and Salaries, . . . 511,347.60
Due from Solvent Companies and Individuals, 36,878,326.24	Net Traffic Balances due to Other Companies, . . 2,475,413.81
Sinking and Other Special Funds, ... 1,410,632.52	Dividends not called for, 2,457,202.62
Interest Overdue on C. N. E. Ry. Co. Securities, 317,616.67	Matured Interest Coupons Unpaid (including Coupons due July 1), 1,538,419.65
Deposit with Trustees' H. R. & P. C. 2d Mortgage Bonds, . . . 736,600.00	Rents due July 1, . . . 1,171.41
	Miscellaneous, ... 54,647.92
	Total — Current Liabilities, ... \$17,083,649.32
Total—Cash and Current Assets, ... \$88,400,455.20	Balance — Cash Assets, . . 71,316,805.88
	Total, ... \$88,400,455.20

Materials and supplies on hand, \$3,500,008.73.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.	
		To Railroads.	To Other Properties.
Capital Stock, ...	\$121,878,100.00	\$52,435,926.80	\$69,442,173.20
Bonds "Grand Total,"	177,138,700.00	76,210,836.00	100,927,864.00
Total, ...	\$299,016,800.00	\$128,646,762.80	\$170,370,037.20

Account.	AMT. PER MILE OF LINE.	
	Miles.	Amount.
Capital Stock, ...	684.13	\$76,646
Bonds, "Grand Total,"	684.13	111,398
Total, . . . . .	.....	\$188,044

Capital Stock and Funded Debt of Roads Operated, June 30, 1907.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. York, N. Haven & Hartford, ...	\$121,878,100.00	\$177,138,700.00	\$299,016,800.00	684.13	\$437,076
Old Colony, ...	18,371,400.00	15,760,200.00	34,131,600.00	519.17	65,743
New York & New England, . . . . .	.....	1,500,000.00	1,500,000.00	.....	.....
New England, ...	25,000,000.00	17,500,000.00	42,500,000.00	363.78	120,952
Boston & Providence, ...	4,000,000.00	2,170,000.00	6,170,000.00	*65.53	94,158
Providence & Worcester, ...	3,500,000.00	1,500,000.00	5,000,000.00	*50.40	99,206
Norwich & Worcester, ...	3,006,600.00	1,200,000.00	4,206,600.00	71.60	58,751
New Haven & Northampton, ...	2,460,000.00	3,908,000.00	6,368,000.00	126.31	50,415
Berkshire, ...	1,078,700.00	.....	1,078,700.00	45.19	23,870
Providence, Warren & Bristol, ...	437,300.00	.....	437,300.00	14.90	29,350
Holyoke & Westfield, ...	260,000.00	200,000.00	460,000.00	10.32	44,574
Rhode Island & Mass.—Mass. Div.	100,000.00	.....	100,000.00	6.52	15,337
Milford & Woonsocket, ...	148,600.00	60,000.00	208,600.00	15.13	13,787
Milford, Franklin & Providence, ...	100,000.00	10,000.00	110,000.00	4.65	23,656
Plymouth & Middleborough, ...	80,000.00	225,000.00	305,000.00	15.03	20,293
Harlem River and Port Chester, ...	1,000,000.00	1,000,000.00	2,000,000.00	11.50	173,913
Chatham, ...	68,200.00	17,000.00	85,200.00	7.07	12,051
	\$181,488,900.00	\$222,188,900.00	\$403,677,800.00	2,011.23	.....

*Includes total length of 5 miles of track between Providence Station and Boston Switch. See note, page 210.

Cost of Road, Equipment, and Permanent Improvements.

(For street Railways see accompanying schedule, pp. 254-299.)

Item.	Expenditures during year charged to Construction or Equipment.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Construction:			
Engineering, ...	\$89,709.80		
Right of Way, Station Grounds, and Real Estate, ...	2,646,691.36		
Grading, ...	422,592.01		
Tunnels, ...	50,275.10		
Bridges, Trestles and Culverts, ...	1,359,730.22		
Ties, ...	42,979.42		
Rails, ...	97,352.55		
Track Fastenings, ...	12,621.34		
Frogs and Switches, ...	18,510.63		
Ballast, ...	55,245.60		
Track Laying and Surfacing, ...	106,474.17		
Fencing Right of Way, ...	5,588.02		
Crossings, Cattle Guards, and Signs, ...	227,723.79		
Interlocking or Sig'l Apparatus, ...	94,856.24		
Telegraph Lines, ...	12,618.49		
Station Buildings and Fixtures, ...	342,962.12		
Shop Machinery and Tools, ...	982,702.11		
Water Stations, ...	3,555.95		
Fuel Stations, ...	72,146.16		
Purchase of Constructed Roads, ...	6,214,149.77		
Storage Warehouses, ...	16,280.25		
Docks and Wharves, ...	5,000.00		
Electric-light Plants, ...	29,711.00		
Electric-motive-power Plants, ...	62,463.76		
Gas-making Plants, ...	10,313.16		
Miscellaneous Structures, ...	11,876.34		
Legal Expenses, ...	11,600.00		
Electrification New York to Stamford, ...	840,182.61		
General Expenses, ...	22,251.82		
Total Construction, ...	\$13,868,156.29	\$64,510,455.54	\$78,378,611.83

Cost of Road, Equipment, and Permanent Improvements. — *Continued.*

Item.	Expenditures during year charged to Construction or Equipment.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Equipment:			
Locomotives, ...	\$523,185.00		
Passenger Cars, ...	290,634.51		
Sleeping, Parlor, and Dining Cars, ...	180,738.54		
Baggage, Express, and Postal Cars, ...	174,103.29		
Combination Cars, ...	103,091.39		
Freight Cars, ...	1,834,384.35		
Other Cars of all classes, ...	20,348.31		
Equipment, Leased Lines, ...	8,852,365.71		
Adjustment of Book Value of Equipment to Actual Inventory, ...	941,907.52		
Equipment Manfr's R. R. Co., ...	8,810.31		
Electric Locomotives, ...	936,075.45		
Total Equipment, ...	\$13,865,644.38	\$18,927,295.43	\$32,792,939.81
Total Construction, ...	13,868,156.29	64,510,455.54	78,378,611.83
Gd. Total Construction, Equip- ment, etc., }	\$27,733,800.67	\$83,437,750.97	\$111,171,551.64
Cost of Construction per mile of line, ...		\$102,672.97	\$114,566.83
Cost of Equipment per mile of line, ...		30,124.13	47,933.79
Total Cost per mile of line, ...		\$132,797.10	\$162,500.62

1906 — 628.31 miles; 1907 — 684.13 miles.

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Accounts? Yes.

Income Account.

(For street Railways see accompanying schedule, pp. 254-299.)

Gross earnings from operation, ...	\$55,601,936.32	
Less operating expenses, ...	37,850,081.71	
Income from operation, ...		\$17,751,854.61
Dividends on stocks owned, ...	1,773,668.78	
Interest on bonds owned, ...	928,848.93	
Miscellaneous income, ...	947,502.46	
Income from other sources, ...		3,650,020.17
Total income, ...		\$21,401,874.78
Deductions from income:		
Interest on funded debt accrued, ...	\$4,619,312.44	
Interest on interest-bearing current liabilities, etc., ...	330,180.71	
Rents paid for lease of road, ...	3,788,640.91	
Taxes, ...	2,956,593.84	
Improvements of leased lines, ...	18,753.99	
Discount on debentures, ...	1,123.08	
Total deductions from income, ...		11,714,604.97
Net income, ...		\$9,687,269.81
Dividends, 8 per cent., ...		7,469,428.00
Surplus from operations of year ending June 30, 1907, ...		\$2,217,841.81
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 report), of N. Y., N. H. & H. R. R. Co., ...		13,084,445.67
Surplus on June 30, 1906 (from "General Balance Sheet") of Consolidated Railway Co., ...		277,925.28
Additions for year, ...		\$2,157,983.40
Surplus on June 30, 1907 (for entry on "General Balance Sheet"), ...		\$17,738,196.16

EXPLANATORY REMARKS.

Credits to profit and loss account during the year:	
Net profit on stocks and bonds, ...	\$4,929,438.57
Sundry adjustments relating to prior years, ...	269,264.90
	\$5,198,703.47
Debits to profit and loss account during the year:	
Improvements and betterments, ...	\$3,000,000.00
Loss on dismantled 3d rail not replaced, ...	40,720.07
	3,040,720.07
	\$2,157,983.40

Earnings from Operation.

(For Street Railways see accompanying schedule, pp. 254-299.)

Item.	Total Receipts.	Deductions Acct. of Repay- ments, etc.	Actual Earnings.
Passenger: Passenger Revenue, ...	\$22,489,769.64		
Less Repayments, Tickets Redeemed, ...		\$135,379.23	
Excess Fares Refunded, ...		90,955.90	
Total Deductions, ...		\$226,335.18	
Total Passenger Revenue, ...			\$22,263,434.51
Mail, ...			788,650.05
Express, ...			2,137,315.37
Extra Baggage and Storage, ...			190,607.36
Parlor, Sleeping, Dining and Buffet Cars, ...			1,161,605.08
Special Trains and Miscellaneous, ...			217,316.69
Total Passenger Earnings, ...			\$26,758,929.06
Freight: Freight Revenue, ...	27,968,687.27		
Less Repayments:			
Overcharge to Shippers, ...		154,554.81	
Other Repayments, ...		126,647.90	
Total Deductions, ...		\$281,202.71	
Total Freight Revenue, ...			\$27,687,484.56
Hoisting, ...	387,966.79		
Elevators, ...	4,012.59		
Switching, ...	230,349.59		
Wharfage, ...	22,860.70		
Weighing, ...	14,221.81		
Miscellaneous, ...	39,808.34		699,219.82
Total Freight Earnings, ...			28,386,704.38
Total Passenger & Freight Earnings, ...			\$55,145,633.44
Other Earnings from Operation:			
Telegraph, ...	53,904.62		
Rents not otherwise provided for, ...	402,398.26		
Total Other Earnings, ...			\$456,302.88
Total Gross Earnings from Opera- } tion—Entire Line, ... }			\$55,601,936.32

Stocks Owned.

a. Railroad Stocks:

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Old Colony R. R., ...	\$6,896,700.00	.....	.....	\$7,638,758.53
Berkshire R. R., ...	819,300.00	.....	.....	1,463,909.34
Boston & Providence R. R., ...	190,200.00	.....	.....	583,453.72
R. I. & Mass. R. R., Mass. Div., ...	100,000.00	.....	.....	191,700.00
West Shore Ry., ...	22,725.00	.....	\$91.11	31,574.72
The Connecticut Co., ...	250,000.00	.....	.....	250,000.00
Bennington & No. Adams St. Ry., ...	642,500.00	.....	.....	562,638.88
New England R. R., { Com., ...	19,983,800.00	.....	.....	4,006,270.00
{ Pref., ...	4,999,900.00	.....	.....	2,655,174.65
Milford & Woon. R. R., ...	148,600.00	.....	.....	74,300.00
Milford, Frank. & Prov. R. R., ...	100,000.00	.....	.....	50,000.00
Prov. & Worcester R.R., ...	266,900.00	.....	.....	791,086.43
Norwich & Worcester R.R., ...	55,000.00	.....	.....	127,488.79
N. Y. & Stamford St. Ry. Co., ...	500,000.00	.....	.....	610,643.40
Stafford Springs St. Ry. Co., ...	50,000.00	.....	.....	50,000.00
N. Y., O. & W. R.R. { Com., ...	29,160,000.00	2%	583,200.00	13,105,185.62
{ Pref., ...	2,200.00	6%	132.00	3,212.00
New York Connecting R.R., ...	50,000.00	.....	.....	77,204.33
Wood River Branch R. R., ...	33,100.00	.....	.....	21,467.50
Narragansett Pier R. R., ...	18,700.00	6%	1,122.00	18,700.00
Hartford & Conn. Western R. R., ...	70,500.00	2%	1,405.77	34,703.01
Ridgefield & New York R. R., ...	179,850.00	.....	.....	39,004.98
Harlem River & P. C. R. R., ...	1,000,000.00	.....	.....	1,000,000.00
Consolidated Ry., . . . . .	.....	4%	200,000.00	.....
New Haven & Northampton Co., ...	2,460,000.00	.....	.....	984,000.00
Central New England Ry. { Com., ...	4,394,795.38	.....	.....	659,219.31
{ Pref., ...	3,382,876.50	.....	.....	845,719.13
Danbury & Port Chester R. R., ...	100,000.00	.....	.....	100,000.00
Pennsylvania R. R., ...	38,550.00	.....	2,698.50	38,550.00
N. Y., N. H. & H. R.R., . . . . .	.....	.....	6,137.56	.....
Webster & Dudley St. Ry., . . . . .	.....	.....	208.34	.....
W. & L. Tramway Co. Franchise, . . . . .	.....	.....	.....	700.00
Newington Tram. Co., ½ int., . . . . .	.....	.....	.....	4.00
Bennington & Hoosac Val. Ry., ...	966.67	.....	.....	293.33
Union Freight R.R. Co., . . . . .	.....	.....	*20,090.00	.....
Total, ...	\$75,917,163.55	.....	815,085.28	36,014,961.67

Stocks Owned.—Continued.**b. Other Stocks.**

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
New York Transfer Company, .	\$1,000.00	.....	\$ 100.00	\$1,600.00
Boston Terminal Co., .	200,000.00	.....		200,000.00
Derby Paper Mills, .		.....		179.00
Iron Works Aqueduct Co., .	100.00	.....	5.50	100.00
†New England Navigation Co., .	9,750,000.00	8%	893,962.00	10,698,469.39
Quincy Quarries Co., .		.....	16.00	2,510.00
Mer. & Miners Transp. Co., .	2,500,000.00	.....	62,500.00	2,500,000.00
Trolley Express Co., .	10,000.00	.....		10,000.00
New Milford Power Co., .	999,000.00	.....		661,075.86
Housatonic Power Co., .	150,000.00	.....		135,978.45
Village Water Co., .	50,000.00	.....		63,317.18
South Bay Whf. & Term. Co., .	1,241,000.00	.....		1,723,000.00
Roxbury Central Wharf, .	300,000.00	.....		756,000.00
Prov. Securities Co., .	50,000.00	.....		51,500.00
Hartford & N. Y. Transp. Co., .	499,400.00	.....		998,800.00
U. S. Transportation Co., .	650,000.00	.....		650,000.00
N. B., M. V. & Nantucket Stbt. Co., .		.....	* 2,000.00	
New England Steamship Co., .	250,000.00	.....		250,000.00
Total, ...	\$16,653,500.00	.....	958,583.50	18,702,529.88
Grand Total, <i>a</i> and <i>b</i> , .	\$92,570,663.55	.....	1,773,668.78	54,717,491.55

The dividends on the stock of leased lines listed above were credited to the rental account of those companies, as shown on the schedule, page 231.

This Company also owns one-twelfth interest in the Iron Works Aqueduct Company, and 1,000 shares of stock of the Pontiac Branch Railroad Company, which are not entered on the books of the Company.

* Dividend on stocks held as lessees.

† As owner of all the stock of the New England Navigation Company, the New York, New Haven and Hartford Railroad Company on June 30, 1907 owned 109,948 shares of the common stock of the Boston and Maine R. R. and 247,905 shares of its own capital stock which have since been placed in its own treasury.

Bonds Owned.

a. Railway Bonds.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Central New England Ry., . .	\$6,310,000.00	.....	.....	\$4,596,434.69
Newburg, Dutchess & Conn. R.R., ...	216,000.00	5%	\$10,800.00	216,000.00
Poughkeepsie and Eastern Ry., Newburg, Dutchess & Conn. R.R., ...	500,000.00	5%	6,250.00	500,000.00
Central New England Ry., . .	1,156,500.00	.....	.....	398,992.50
Pawtuxet Valley R. R. Co., . .	190,000.00	5%	9,500.01	199,500.00
Naugatuck R.R., ...	160,000.00	.....	.....	160,000.00
" " " " " " " " " " " "	1,766,000.00	.....	.....	1,766,000.00
Providence Terminal, ...	4,000.00	.....	.....	4,000.00
Boston & N.Y. Air Line R.R., .	1,124,000.00	4%	80,000.00	1,124,000.00
New Haven & Northampton, .	3,102,000.00	.....	.....	3,102,000.00
" " " " " " " " " " " "	2,008,000.00	.....	.....	2,008,000.00
N. Y., N. H. & H. R.R. Deben- tures, ...	83,000.00	.....	.....	83,000.00
			37.63	.....
Total, ...	\$16,619,500.00	.....	\$106,587.64	14,157,927.19

b. Other Bonds.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
New England Navigation Co.,	\$2,500,000.00	4%	\$100,000.00	\$2,375,000.00
Merchants & Miners Trans. Co.	3,250,000.00	4%	16,611.12	3,250,000.00
Bennington & North Adams St. Ry. Co., ...	445,000.00	5%	1,050.71	445,000.00
Worcester & Southbridge St. Ry. Co., ...	224,000.00	4½%	84.00	224,640.00
Worcester & Blackstone Valley St. Ry. Co., ...	200,000.00	4½%	750.00	200,000.00
Berkshire St. Ry. Co., ...	200,000.00	5%	833.33	200,000.00
Stafford Springs St. Ry. Co., .	200,000.00	5%	694.45	200,000.00
New York & Stamford Ry. Co.	13,000.00	5%	39.72	12,931.39
United Button Co., . . . . .	.....	.....	.....	540.03
New York Lock Co., . . . . .	.....	.....	.....	1.00
Worcester & Webster St. Ry. Co., . . . . .	.....	.....	391.67	.....
Webster & Dudley St. Ry. Co.,	.....	.....	125.00	.....
Bennington & Hoosac Valley St. Ry., . . . . .	.....	5%	320.49	.....
c Consolidated Ry. Co., . . . .	.....	.....	529,604.80	.....
d New England Navigation Co.,	.....	.....	171,000.00	.....
Total, ...	\$7,032,000.00	.....	\$322,261.29	6,908,112.42
Grand Total, a and b,	\$23,651,500.00	.....	928,848.93	21,066,039.61

c Bonds disposed of during the year.

d Interest on bonds held by lessee.

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interest on deposits, ...	\$266,504.95
Interest on bills receivable, ...	304,626.49
Miscellaneous sources, ...	376,371.02
Total, ...	\$947,502.46

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway, ...	\$2,564,481.40
Renewals of Rails, ...	178,418.42
Renewals of Ties, ...	539,015.30
Repairs and Renewals of Bridges and Culverts, ...	1,085,759.41
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, ...	142,138.48
Repairs and Renewals of Buildings and Fixtures, ...	852,730.87
Repairs and Renewals of Docks and Wharves, ...	77,547.83
Repairs and Renewals of Telegraph and Telephone, ...	16,233.80
Stationery and Printing, ...	1,774.75
Other Expenses, ...	20,988.89
Total,	\$5,479,089.15
Maintenance of Equipment:	
Superintendence, ...	\$ 155,926.45
Repairs and Renewals of Locomotives, ...	2,264,160.76
Repairs and Renewals of Passenger Cars, ...	1,139,476.99
Repairs and Renewals of Freight Cars, ...	1,243,481.78
Repairs and Renewals of Work Cars, ...	34,231.37
Repairs and Renewals of Marine Equipment, ...	185,481.05
Repairs and Renewals of Shop Machinery and Tools, ...	183,960.26
Stationery and Printing, ...	1,864.79
Other Expenses, ...	430,200.97
Total,	\$5,638,784.42

Operating Expenses.—Continued.

Item.	Amount.
Conducting Transportation:	
Superintendence, ...	\$414,943.36
Engine and Roundhouse Men, ...	3,309,225.24
Fuel for Locomotives, ...	5,322,325.95
Water Supply for Locomotives, ...	316,512.91
Oil, Tallow, and Waste for Locomotives, ...	107,815.64
Other Supplies for Locomotives, ...	79,736.13
Train Service, ...	2,841,818.05
Train Supplies and Expenses, ...	552,084.20
Switchmen, Flagmen, and Watchmen, ...	2,299,078.72
Telegraph and Telephone Expenses, ...	474,667.32
Station Service, ...	5,613,968.02
Station Supplies, ...	325,206.07
Car Per Diem and Mileage—Balance, ...	895,036.44
Loss and Damage, ...	341,489.56
Injuries to Persons, ...	521,469.83
Clearing Wrecks, ...	59,533.25
Operating Marine Equipment, ...	743,226.52
Advertising, ...	99,109.21
Outside Agencies, ...	29,643.90
Stock Yards and Elevators, ...	3,542.56
Rents for Tracks, Yards, and Terminals, (p.)	420,203.91
Rents of Buildings and other Property, ...	51,756.15
Stationery and Printing, ...	263,139.99
Other Expenses, ...	200,773.12
Total, ...	\$25,286,306.05
General Expenses:	
Salaries of General Officers, ...	\$214,747.06
Salaries of Clerks and Attendants, ...	530,572.15
General Office Expenses and Supplies, ...	48,625.93
Insurance, ...	208,650.23
Law Expenses, ...	203,674.74
Stationery and Printing (General Offices), ...	28,040.01
Other Expenses, ...	211,591.97
Total, ...	\$1,445,902.09
Grand Total, ...	\$37,850,081.71

Percentage of Expenses to Earnings — Connecticut, .6807.

Rentals Paid.

B. Rents paid for lease of tracks, yards, and terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks :				
	Bet. Conway Jct. and Shelburne Falls, Mass.,	Fitchburg R. R.,	\$7,500.00	
	Lowell, Mass.,	Boston & Maine,	3,600.00	
	New London, Ct.,	New London Union Passenger Station,	2,500.00	
	Hopewell Jct.,	Newburg, Dutchess & Connecticut R. R.,	.....	
	Wicopce Jct., N. Y.,			
	Hopewell Junc. to Poughkeepsie, N. Y.	Central New England Ry.,	5,528.16	
	Sterling Jct., to Worcester, Mass.,	Boston & Maine,	19,686.00	
	Auburn, R. I., to Buttonwoods, R. I.,	Rhode Island Co.,	1,370.83	\$40,184.99
Terminals:				
	Grand Central Stat'n, New York City,	{ New York & Harlem R. R.,	160,179.92	
	Piers, East River, New York City,	{ City of New York <i>et al.</i> ,	152,848.09	
	Springfield, Mass.,	Boston & Albany,	22,500.00	
	Pittsfield, Mass.,	Boston & Albany,	2,500.00	
	Worcester, Mass.,	Boston & Albany,	16,000.00	
	Ashland, Mass.,	Boston & Albany,	850.00	
	Shelb'ne Falls, Mass.,	Fitchburg R. R.,	2,500.00	
	Fitchburg, Mass.,	Fitchburg R. R.,	3,130.08	
	Fishkill, N. Y.,	Homer Ramsdell,	110.83	
	Newport, R. I.,	Trustees, Long Wharf,	1,400.00	
	Roxbury, Mass.,	South Bay Wharf & Term Co.,	15,000.00	
	Roxbury, Mass.,	Roxbury Central Wharf	3,000.00	\$380,018.92
Grand Total of Rents—B., ...				\$420,203.91

Rentals.

Name of Road.	Total.	Less Dividend Received on Stock Owned.	Less Interest on Bonds Owned.	Net Amount.
Old Colony, ...	\$1,927,661.35	\$482,769.00	...	\$1,444,892.35
New England, ...	986,485.00	149,997.00	.....	836,488.00
Boston & Providence, ...	495,375.05	18,985.00	.....	476,390.05
Providence & Worcester, ...	416,000.00	24,991.80	.....	391,008.20
Norwich & Worcester, ...	290,210.34	3,438.00	.....	286,772.34
Har. Riv. & P. Chester, ...	40,000.00	.....	\$14,600.00	25,400.00
New Haven & Northampton, ...	220,400.00	98,400.00	3,735.00	118,265.00
Boston & New York Air Line, ...	190,611.57	75,242.68	83,330.00	32,038.89
Holyoke & Westfield, ...	51,081.44	.....	.....	51,081.44
Berkshire, ...	65,322.00	49,122.00	.....	16,100.00
Providence, Warren & Bristol, ...	27,794.77	20,241.00	.....	7,553.77
Pawtuxet Valley, ...	8,356.00	.....	6,400.00	1,956.00
Plymouth & Middleboro, ...	11,350.00	.....	.....	11,350.00
Milford & Woonsocket, ...	3,000.00	.....	.....	3,000.00
Chatham, ...	4,036.54	.....	.....	4,036.54
Mil., Franklin & Providence, ...	600.00	.....	.....	600.00
Conn. Ry. & Ltg. Co.	81,250.00	.....	.....	81,250.00
West Shore Ry., ...	458.33	.....	.....	458.33
Total, ...	\$4,819,892.39	\$923,186.48	\$108,065.00	\$3,788,640.91

Comparative General Balance Sheet.

ASSETS.	JUNE 30, 1907.	
	Item.	Total.
Cost of Road (p. 221), . . . . .	.....	\$78,378,611.88
Cost of Equipment (p. 222), . . . . .	.....	32,792,939.81
Stocks owned, . . . . .	.....	54,717,491.55
Bonds owned, . . . . .	.....	21,066,039.61
* Cost of Steamships, Street Railways, and other properties, . . . . .	.....	52,229,006.11
Advances upon contracts for construction and purchase of Securities of subsidiary and connecting lines, ...	\$10,955,000.00	.....
Cost of Acquisition of Equity in Property, Improvements and betterments on Leased Properties, ...	1,012,760.70	.....
Other Items, ...	2,090,309.98	.....
	26,471.30	14,084,541.98
Park Square Property, Boston, ...	5,120,000.00	.....
Property South Street, New York City, ...	90,000.00	5,210,000.00
Cash and Current Assets (p. 219), ...		88,400,455.20
Materials and Supplies, ...		3,500,008.73
Prepaid Insurance and Rentals, ...		120,198.84
Grand Total, . . . . .	.....	\$350,499,293.66

LIABILITIES.	JUNE 30, 1907.	
	Item.	Total.
Capital Stock (p. 213), . . . . .	.....	\$121,878,100.00
Funded Debt (p. 217), . . . . .	.....	177,138,700.00
Current Liabilities, . . . . .	.....	17,083,649.32
Accrued Interest on Funded Debt not yet payable, ...	\$1,363,764.04	.....
Accrued Rentals not yet payable, ...	211,866.59	.....
Accrued Taxes, ...	14,497.01	1,590,127.64
Insurance Fund, ...	1,077,846.82	.....
Accident and Casualty Fund, ...	148,145.69	.....
Sinking Fund, C. R. & L. Co. Bonds, ...	184,640.01	1,410,632.52
Suspense Acc't, C. N. E. Ry. Co. Securities, ...		317,616.67
Suspense Acc't, C. R. & L. Co., ...		195,305.73
Obligations to Leased Companies for Equipment and Personal Property, ...		13,146,965.62
Profit and Loss (p. 223), ...		17,738,196.16
Grand Total, . . . . .	.....	\$350,499,293.66

* Cost of Steamships owned by the Consolidated Railway Co. at the time of merger, and subsequent expenditures, ... \$19,261,726.59
 Cost of Street Railways owned by the Consolidated Railway Co. at the time of merger, and subsequent expenditures, ... 26,872,806.41
 Cost of Street Railway Equipment at time of merger, and subsequent expenditures, ... 3,756,284.98
 Steamboats, tugs, and floats leased, ... 2,333,515.76
 Cost of interest in the Central New England Railway Co. over and above adjusted book value of securities, ... 4,672.37
 Total, ... \$52,229,006.11

Important Changes During the Year.

Questions 1 and 2:

Changes in mileage during year ending June 30, 1907.

Added to first track mileage:

Between West Roxbury and Needham, ...	4.53
Between N. E. R. R. and Boston Terminal, ...	.20
Between N. E. R. R. and Boston Terminal, ...	.67

Total, ...	5.40
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Decrease in first track mileage:

Between Naugatuck Jct. and Winsted, ...	.43
Between Union Depot, N. H., and Botsford, ...	1.68
	2.11

Total increase, first track mileage, ...	3.29
--	------

Added to second track mileage:

Between So. Braintree and Plymouth, ...	3.37
Between Naugatuck Jct. and Winsted, ...	7.12
Between West Roxbury and Needham, ...	4.10
Between N. E. R. R. and Boston Terminal, ...	.20
Between N. E. R. R. and Boston Terminal, ...	.67

Total increase in second track mileage, ...	15.46
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Increase in mileage:

Between Woodlawn Jct. and Providence:

Third track, ...	.64
Fourth track, ...	.64
	1.28

Question 3:

Continuing constructing six tracks on the Harlem River and Port Chester R. R.

Completion of four-track bridge over Housatonic River at Naugatuck Junction.

Extension second track S. Braintree to Whitman, Mass., also second track Nantasket Jct. to Cohasset.

All bridges for abolishing grade crossings in Waterbury have been completed except one.

Double track construction between Danbury and Hawleyville, Waterbury and Bristol, Waterbury and Terryville progressing and Needham and West Roxbury completed.

New Haven Cut well advanced.

New locomotive shops at Readville.

Providence tunnel well under way.

Attleboro, Mass., improvement, eliminating eleven grade crossings.

Connecticut River bridge at Lyme completed.

Grade crossings eliminated during year, twenty-seven.

Electrification New York Division, between Woodlawn and Stamford, practically completed.

Other permanent improvements, such as new passenger and freight stations, coaling plants, turntables, lighting plants, grade crossings, eliminations under way, strengthening bridges, also new bridges not completed.

Question 4:

The lease of the Webster and Dudley Street Railway Company to The Consolidated Railway Company for a term of twenty-five (25) years from July 1, 1902, has been assigned to the Worcester and Southbridge Street Railway Company as of April 1, 1907.

The lease of The New York and Stamford Railway Company to The Consolidated Railway Company for a term of nine hundred and ninety-nine (999) years from July 1, 1905, was terminated by mutual agreement on September 30, 1906.

The Connecticut Railway and Lighting Company has been leased to The Consolidated Railway Company for a term of nine hundred and ninety-nine (999) years, effective August 1, 1906.

On June 1, 1907, The New York, New Haven and Hartford Railroad Company made an agreement with The Connecticut Company for the operation by the latter company of the electric railway lines of The New York, New Haven and Hartford Railroad Company, for its account.

Question 5:

December 29, 1906, The Providence Terminal Company was consolidated with The New York, New Haven and Hartford Railroad Company.

January 30, 1907, Boston and New York Air Line Railroad Company was consolidated with The New York, New Haven and Hartford Railroad Company.

February 5, 1907, Pawtuxet Valley Railroad Company was consolidated with The New York, New Haven and Hartford Railroad Company.

April 30, 1907, The Manufacturers Railroad Company was consolidated with The New York, New Haven and Hartford Railroad Company.

April 28, 1907, The Waterbury and Pomperaug Valley Street Railway Company was consolidated with The Consolidated Railway Company.

May 31, 1907, The New York, New Haven and Hartford Railroad Company was consolidated with and in The Consolidated Railway Company, under the name of The New York, New Haven and Hartford Railroad Company.

June 28, 1907, The Torrington and Winchester Street Railway Company was consolidated with The New York, New Haven and Hartford Railroad Company.

June 28, 1907, The Meriden, Southington and Compounce Tramway Company was consolidated with The New York, New Haven and Hartford Railroad Company.

Question 6:

Capital stock increased during the year, \$28,521,000.00.

Question 7:

Funded debt increased, \$52,777,875.00.

Contracts, Agreements, etc.

No. 1. The Adams Express Company operates over the road. The compensation is a percentage of the gross earnings.

No. 2. The mail service is performed in accordance with Acts of the Congress and for the compensation fixed by the Post Office Department.

No. 3. Pullman cars are operated on our lines, the Pullman Company taking the seat earnings.

Nos. 4, 5 and 6. The company has arrangements with its connections for the interchange of freight and passengers whereby it receives, in some cases, its local rates, and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this company is a party) between the rail and water transportation lines between New York and Boston which regulates passenger and freight rates.

No. 7. Contract with the Western Union Telegraph Company for the transaction of the telegraph business, under which the Railroad Company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Co., covering the Valley Branch from Hartford to Saybrook Point, the Railroad Company to furnish operators, carry material, etc., and the Telegraph Company to transmit Railroad Company messages.

No. 8. Contracts with the New England Telephone and Telegraph Co., Southern Massachusetts Telephone Co., Providence Telephone Co., Southern New England Telephone Co., New York Telephone Co., Hudson River Telephone Co., and the American Telephone and Telegraph Co., for exchange service with the usual terms granted to railroad companies.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			What Equipment Mort'gd.	What Income Mort'gd.	What Securities Mort'gd.
	From—	To—	Miles.			
First Mortgage on the Roadbed, Franchise & Equipment of the Harlem River & Port Chester R. R.	Harlem River	New Rochelle.	11.50	All.	None.	None.
General Mortgage Bonds of N. Y., Providence & Boston R. R. Co.	Providence R. I. including Thames Bridge.	New London, Ct.	62.11	None.	None.	None.
First Mortgage Bonds of Shore Line Ry. Co.	New Haven, Ct.	New London, Ct.	49.40	None.	None.	None.
First Mortgage Bonds of Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	90.12	All.	None.	None.
Consolidated Mortgage Bonds of Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	90.12			
First Mortgage Bonds Naugatuck R.R. Co.	Naugatuck Jct., Ct.	Winsted, Conn.	60.99	None.	None.	None.
Consolidated Mortgage Bonds Danbury & Norwalk R.R. Co.	Danbury, Ct.	Wilson's Pt., Ct.	36.20	All.	None.	None.
Gen. Mortgage Bonds of Danbury & Norwalk R.R. Co.	"	"	"			
First Refunding Bonds of Danbury & Norwalk R.R.	"	"	"			

Security for Funded Debt.—Continued.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			What Equip-ment Mort'gd.	What Income Mort'gd	What Secur-ities Mort'gd.
	From—	To—	Miles.			
First Mortgage Bonds Providence & Springfield R.R. Co.	Providence, R. I.	Douglas Jct., Mass.	27.73	None.	None.	None.
Consolidated Mortgage Bonds New Haven & Derby R.R. Co.	New Haven, Ct.	Huntington, Ct.	14.55	None.	None.	None.
First Mortgage Bonds Woonsocket & Pascoag R.R. Co.	Woonsocket, R.I.	Harrisville, R. I.	9.45	None.	None.	None.
First Mortgage Bonds of Boston N.Y. Air Line.	New Haven, Conn.	Willimantic, Conn.	52.26	None.	None.	None.
First Mortgage Bonds of Prov. Terminals.	.....	.....	.....	.....	.....	.....
First Mortgage of Worc. & Conn. Eastern Ry.	Mass. State Line	Norwich, Conn.		All.		Leases, stocks, & bonds of Webster and Worcester & Webster and Dudley R.R. Co. & Power Plant.
First Mortgage of Winchester Ave. R.R. Co.	Winchester ave. R.R.			"		
First Mortgage of New Haven St. R.R. Co.	New Haven St. R.R.			"		
Con. Mortgage of New Haven St. R.R. Co.	" "			"		
First Mortgage of New Haven & Centerville.	New Haven & Centerville St. Ry.			"		
First Mortgage of Meriden Horse R.R. Co.	Meriden Horse R.R.			"		
Con. Mortgage of Meriden Horse R.R. Co.	" " "			"		
First Mortgage of Norwich St. Ry. Co.	Norwich St. Ry.			"		
First Mortgage of Montville St. Ry. Co.	Montville St. Ry.			"		
First Mortgage of New London St. Ry. Co.	New London St. Ry.			"		
First Mortgage of Middletown Horse Ry. Co.	Middletown St. Ry.			"		
First Mortgage of Portland St. Ry. Co.	Portland St. Ry.			"		
First Mortgage of Hartford St. Ry. Co.	Hartford St. Ry.			"		
First Mortgage of Hartford, Man. & Rockville Tram. Co.	Hartford, Manchester & Rockville Tram.			"		
First Mortgage of Greenwich Tramway Co.	Greenwich Tramway			"		
First Mortgage of Branford Electric.	Branford Electric			"		
First Con. Mortgage of Branford Light and Water Co.	Branford, Light & Water			"		
First Mortgage of Torrington & Winchester St. Ry.	Torrington & Winchester St. Ry.			"		
First Mortgage of Meriden, South. & Compounce Tram. Co.	Meriden, Southington & Compounce Tram. Co.		3,251.07	"		

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Com- pensation.	Av. Daily Com- pensation.
General Officers, ...	33	10,369	\$297,836.91	\$28.72
Other Officers, ...	118	39,119	262,326.26	6.71
General Office Clerks, ...	1,371	427,370	926,927.82	2.17
Station Agents, ...	809	295,266	628,224.70	2.13
Other Station Men, ...	5,275	1,668,447	3,294,133.50	1.97
Enginemen, ...	1,340	474,594	1,802,099.05	3.80
Firemen, ...	1,389	484,812	1,034,842.85	2.13
Conductors, ...	1,242	444,055	1,456,949.10	3.25
Other Trainmen, ...	3,852	1,272,215	2,835,995.50	2.23
Machinists, ...	805	228,447	627,766.95	2.75
Carpenters, ...	1,561	436,448	1,027,566.35	2.35
Other Shopmen, ...	3,308	1,015,720	2,015,802.60	1.98
Section Foremen, ...	685	225,468	552,403.10	2.45
Other Trackmen, ...	6,869	1,663,747	2,503,582.50	1.50
Switch Tenders, Crossing Tenders, and Watchmen, ...	1,600	560,602	944,933.90	1.69
Telegraph Operators and Dispatchers, ...	478	166,282	371,472.40	2.23
Employees—acct. Floating Equipm't, ...	427	140,617	324,415.45	2.31
All other Employees and Laborers, ...	5,319	1,637,022	3,145,365.96	1.86
Total (including "General Officers"),	36,481	11,244,600	\$24,052,644.90	\$2.14
Less "General Officers,"	33	10,369	297,836.91	28.72
Total (excluding "General Officers"),	36,448	11,234,231	\$23,754,807.99	2.11
Distribution of above:				
General Administration, ...	797	238,450	734,083.65	3.08
Maintenance of Way and Structures, ...	9,657	2,522,813	4,557,916.21	1.81
Maintenance of Equipment, ...	5,581	1,665,863	3,541,053.91	2.13
Conducting Transportation, ...	20,446	6,817,474	15,219,591.13	2.23
Total (including "General Officers"),	36,481	11,244,600	\$24,052,644.90	\$2.14
Less "General Officers,"	33	10,369	297,836.91	28.72
Total (excluding "General Officers"),	36,448	11,234,231	\$23,754,807.99	\$2.11

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, Etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	75,333,816			
No. of passengers carried one mile,	1,371,516,126			
No. of pass'ngs carried 1 mile per mile of road	665,729			
Average distance carried, miles,	18.21			
Total passenger revenue, (p. 224),		22,263,434	51	
Average am't received from each passenger,			29	5.53
Average receipts per passenger per mile,			01	6.23
Total passenger earnings (p. 224),		26,758,929	06	
Passenger earnings per mile of road,		12,988	70	
Passenger earnings per train mile,		1	64	8.77
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 239),	21,370,230			
No. of tons carried one mile,	1,927,686,950			
No. of tons carried 1 mile, per mile of road,	935,693			
Average distance haul of one ton, miles,	90.20			
Total freight revenue, (p. 224),		27,687,484	56	
Average am't received for each ton of freight,			1	29 5.61
Average receipts per ton per mile,			01	4.36
Total freight earnings, (p. 224),		28,386,704	38	
Freight earnings per mile of road,		13,778	82	
Freight earnings per train mile,		3	49	7.77
Total traffic:				
Gross earnings from operation, (p. 223),		55,601,936	32	
Gross earn'gs from operation per mile of road,		26,989	00	
Gross earnings from operation per train mile,		2	30	6.45
Operating expenses, (p. 229),		37,850,081	71	
Operating expenses per mile of road,		18,372	31	
Operating expenses per train mile,		1	57	0.08
Income from operation, (p. 223),		17,751,854	61	
Income from operation per mile of road,		8,616	69	
Car Mileage, etc.:				
Mileage of passenger cars,	72,251,473			
Average No. of passenger cars per train mile,	4.45			
Average No. of passengers per train mile,	84			
Mileage of loaded freight cars, No. or East,	85,599,514			
Mileage of loaded freight cars, So. or West,	58,223,715			
Mileage of empty freight cars, No. or East,	15,970,727			
Mileage of empty freight cars, So. or West,	40,134,757			
Average No. of freight cars per train mile,	24.63			
Average No. of loaded cars per train mile,	17.72			
Average No. of empty cars per train mile,	6.91			
Average No. of tons of freight per train mile,	237.53			
Average No. of tons of freight per loaded car mile,	13.41			
Average mileage operated during year,	2,060.17			
Train Mileage:				
Mileage of revenue passenger trains,	15,991,475			
Mileage of locomotives employed in "helping" passenger trains,	5,978			
Mileage of revenue mixed trains,	238,141			
Mileage of revenue freight trains,	7,877,496			
Mileage of locomotives employed in "helping" mixed and freight trains,	314,318			
Total revenue train mileage,	24,107,112			
Mileage of non-revenue trains,	7,221,980			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, ...	57,723	451,538	509,261	2.38
Flour, ...	41,254	171,303	212,557	0.99
Other Mill Products, ...	70,168	214,818	284,986	1.33
Hay, ...	26,820	159,142	185,962	0.87
Tobacco, ...	6,637	3,389	10,026	0.05
Cotton, ...	61,716	102,258	163,974	0.77
Fruit and Vegetables, ...	46,020	202,493	248,513	1.16
Products of Animals:				
Live Stock, ...	16,359	44,461	60,820	0.28
Dressed Meats, ...	9,410	121,111	130,521	0.61
Other Packing-House Products, .	7,066	13,201	20,267	0.09
Poultry, Game, and Fish, . . .	24,497	1,542	26,039	0.12
Wool, ...	29,018	22,717	51,735	0.24
Hides and Leather, ...	24,974	38,881	63,855	0.30
Products of Mines:				
Anthracite Coal, ...	562,173	1,610,468	2,172,641	10.17
Bituminous Coal, ...	1,548,603	1,197,214	2,745,817	12.85
Coke, ...	40,946	89,095	130,041	0.61
Ores, ...	11,289	15,713	27,002	0.13
Stone, Sand, and other like Articles, ...	793,869	74,238	868,107	4.06
Products of Forests:				
Lumber, ...	257,137	582,588	839,725	3.93
Manufactures:				
Petroleum and other oils, . . .	166,625	38,360	204,985	0.96
Sugar, ...	30,718	5,119	35,837	0.17
Iron, Pig and Bloom, ...	26,386	80,332	106,718	0.50
Iron and Steel Rails, ...	19,969	34,745	54,714	0.26
Other Castings and Machinery, .	211,707	88,630	300,337	1.41
Bar and Sheet Metal, ...	422,560	414,378	836,938	3.92
Cement, Brick, and Lime, . . .	488,721	353,231	841,952	3.94
Agricultural Implements, . . .	409	234	643	0.01
Wagons, Carriages, Tools, etc., .	4,208	2,163	6,371	0.03
Wines, Liquors, and Beers, . . .	63,717	52,331	116,048	0.54
Household Goods and Furniture, .	17,167	6,205	23,372	0.11
 Merchandise, ...	 4,738,788	 1,112,690	 5,851,478	 27.38
Miscellaneous—Other commodi- ties not mentioned above, . . .	3,433,247	805,741	4,238,988	19.83
 Total Tonnage—Entire Line, . .	 13,259,901	 8,110,329	 21,370,230	 100.00

Description of Equipment.

Item.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake. Number.	Equipment Fitted with Automatic Coupler. Number.
Locomotives — owned and leased:				
Passenger, ...	5	517	*517	517
Freight, ...	20	437	*437	437
Switching, ...	22	188	†188	188
Electric, ...	34	34	‡34	34
Total Locomotives in Service, .	81	1,176	1,176	1,176
Total Locomotives owned, .	81	1,176	1,176	1,176
Cars Owned and Leased:				
In Passenger Service —				
First class cars, ...	47	1,346	†1,346	1,346
Combination cars, ...	15	258	‡258	258
Dining cars, . . . . .	.....	15	†15	15
Parlor cars, ...	8	144	†144	144
Sleeping cars, . . . . .	.....	43	†43	43
Baggage, Express, and Postal cars, .	29	296	†296	296
Other cars in Passenger Service, Electric, . . . . .	.....	99	†99	99
Total, ...	99	2,201	2,201	2,201
In Freight Service —				
Box cars, ...	1,063	11,701	†11,701	11,701
Flat cars, ...	500	2,241	†2,241	2,241
Stock cars, . . . . .	.....	2	†2	2
Coal cars, ...	500	5,831	†5,831	5,831
Refrigerator cars, . . . . .	.....	1	†1	1
Total, ...	2,063	19,776	19,776	19,776
In Company's Service —				
Officers' and pay cars, ...	1	16	†16	16
Gravel cars, . . . . .	.....	300	†300	300
Derrick cars, ...	5	47	†47	47
Caboose cars, ...	55	352	†329	352
Other road cars, ...	84	342	†310	342
Total, ...	445	1,057	1,002	1,057
Total Cars Owned, . . . . .	.....	23,034	22,979	23,034

* Westinghouse Air Brake. † Westinghouse Air Brake and Steam. ‡ Westinghouse.
 † Westinghouse Air Brake and Eames Vacuum.

Mileage.

a. Mileage of road operated (all tracks), street railways not included:

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track, ...	233.94	450.19	164.11	1,140.60	17.39	53.94	2,060.17	.....	2,006.23
Miles of second track, ...	233.94	31.72	11.60	455.19	.....	24.54	756.89	.....	732.35
Miles of third track, ...	55.96	.....	1.25	23.02	.....	12.45	92.68	.....	80.23
Miles of fourth track, ...	55.96	.....	1.25	21.59	.....	12.45	91.25	.....	78.80
Miles of yard track and sidings, ...	273.65	151.44	141.97	725.64	16.52	.....	1,309.22	221.47	1,087.75
Total Mileage Operated,	853.45	633.35	320.08	2,366.04	33.91	103.38	4,310.21	221.47	3,985.36

b. Mileage of line operated by States and Territories (single track), excluding trackage rights:

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
	Main Line.	Branches and Spurs.						
Connecticut, ...	170.01	392.00	65.35	252.64	.....	.....	880.00	880.00
Massachusetts, ...	5.95	1.63	87.26	767.66	17.39	18.56	898.45	879.89
Rhode Island, ...	43.94	56.56	.....	89.74	.....	.....	190.24	190.24
New York, ...	14.04	.....	11.50	20.56	.....	35.38	91.48	56.10
Total Mileage Operated, ...	233.94	450.19	164.11	1,140.60	17.39	53.94	2,060.17	2,006.23

c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, ...	170.01	392.00	562.01	562.01
Massachusetts, ...	5.95	1.63	7.58	7.58
Rhode Island, ...	43.94	56.56	100.50	100.50
New York, ...	14.04	.....	14.04	14.04
Total Mileage owned, ...	233.94	450.19	684.13	684.13

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at dis- tributing point. Dollars.
Steel, ...	3,582.55	100	
"	5,927.16	78	
"	.88	79	
"	138.23	74	
Total, ...	9,648.82	....	\$30.165

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point. Cents.
First quality, ...	892,646	47½
Second quality, ...	179,622	30
Total, ...	1,072,268	

Consumption of Fuel by Locomotives.

Locomotives.	COAL—Tons.		Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.			
Passenger, ...	2,056	769,273	771,329	16,024,178	96.27
Freight, ...	1,028	631,856	632,884	8,995,884	151.82
Switching, ...	30,841	297,219	328,060	6,454,511	101.65
Construction, ...	313	82,353	82,696	1,658,321	99.73
Total, ...	34,268	1,830,701	1,864,969	33,132,894	112.58
Average cost at distributing point,	\$3.68	\$2.93	.....	.....	.....

Accidents to Persons.

a. Accidents resulting from the movement of trains, locomotives, or cars:

RAILWAY EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STA- TION MEN.	SHOP- MEN.	TRACK- MEN.		TELE- GRAPH EM- PLOY- EES.	OTHER EM- PLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling, ...	4	34	..	..	..	..	..	8	32	..	..	4	34
Collisions, ...	7	36	..	..	..	..	..	..	..	3	5	18	73
Deraillments, ...	..	3	..	..	..	..	..	..	..	1	..	..	4
Parting of Trains, ...	..	..	..	..	..	..	..	..	..	..	..	..	..
Locomotives or Cars breaking down, ...	..	..	..	..	..	..	..	..	..	..	..	..	..
Falling from Trains, Locomotives, or Cars, ...	7	40	..	1	..	..	1	..	..	1	2	9	43
Jumping on or off Trains, Locomotives, or Cars, ...	2	12	..	..	..	..	..	..	..	..	2	2	14
Struck by Trains, Locomotives, or Cars, ...	11	25	1	1	1	2	2	7	3	18	5	40	36
Overh'd Obstructions, ...	3	24	..	..	..	..	..	..	..	1	1	3	25
Other Causes, ...	1	62	..	..	..	..	..	..	1	..	2	1	65
Total, ...	35	236	1	2	1	2	2	16	35	1	22	18	294

OTHER PERSONS.

Kind of Accident.	Passengers Killed.	Passengers Injured.	Postal Clerks, Ex- press Messengers, Pullman Employ- ees, etc., Killed.	Postal Clerks, Ex- press Messengers, Pullman Employ- ees, etc., Injured.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions, ...	..	..	..	..	..	..	..	..	..	..
Deraillments, ...	1	53	..	..	..	..	..	..	..	..
Falling from Trains, Locomotives, or Cars, ...	1	5	..	1	..	3	..	2	..	5
Jumping on or off Trains, Locomotives, or Cars, ...	..	2	..	..	1	3	..	1	1	4
Struck by Trains, Locomotives, or Cars—	..	..	..	..	..	..	..	..	..	..
At Highway Crossings, ...	..	..	..	..	..	1	10	10	10	11
At Stations, ...	..	..	..	1	4	1	1	5	5	6
At other points along track, ...	..	..	1	..	74	42	1	1	75	43
Other Causes, ...	..	4	..	1	..	..	..	2	..	2
Total, ...	2	64	1	3	79	50	12	21	91	71

Accidents to Persons — State of Connecticut. — *Continued.*

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured	Killed.	Injured	Killed	Injured	Killed.	Injured
Handling Traffic, ...	..	..	..	..	..	..	..	..
Handling Tools, Machinery, etc., ...	..	50	..	5	..	3	..	58
Handling Supplies, etc., ...	..	9	..	10	..	3	..	22
Getting on or off Locomotives or Cars at rest, ...	..	4	..	1	..	2	..	7
Other Causes, ...	..	80	..	16	1	9	1	105
Total, ...	..	143	..	32	1	17	1	192

Summary.	TOTAL.	
	Killed.	Injured.
TABLE A:		
Railway Employees, ...	77	294
Passengers, ...	2	64
Postal Clerks, etc., ...	1	3
Other Persons, ...	91	71
TABLE B:		
Railway Employees, ...	1	1 2
Other Persons, ...	..	..
Grand Total, ...	172	624

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From --	To --	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	No.	Sum of Ascents. Feet.	Aggregate Length of Ascents. Grades. Miles.	Sum of Descents. Feet.	Aggregate Length of Descents. Grades. Miles.
New York Div.:	Woodlawn Jct., N. Y.,	59.98	81	21.31	38.62	6.50	36	704	25.66	32	27.91
	Harlem River, N. Y.,	11.50	18	3.47	8.03	4.49	12	145	4.74	6	2.27
	Stamford, Conn.,	7.66	21	3.61	4.05	.44	1	327	7.07	1	.15
	Danbury, Conn.,	23.59	52	9.11	14.48	..	..	..	..	..	..
	South Norwalk, Conn.,	2.69	10	1.39	1.30	..	..	..	..	..	..
	Wilson's Point, Conn.	3.97	17	1.97	2.00	..	..	..	..	..	..
	Ridgefield, Conn.	5.36	10	1.50	3.86	..	..	..	..	..	..
	Brookfield Jct., Conn.	114.70	219	42.36	72.34	..	..	..	..	..	..
New Haven Terminal, Terminal Post, N. Y. Div., Cedar Hill Jct., " " " " New Haven Pass. Sta., Silver St. Frt. Sta., N. H.,	Terminal Post, S. L. Div.	3.26	11	1.62	1.64	.73	1	29	1.77	3	.76
	" " A. L. Noh. Div.	.29	..	..	.29	..	..	..	..	..	.29
	" " Hart. Div.	.56	1	.21	.35	..	1	11	.34	1	.22
	" " Berk. Div.	1.46	4	.47	.99	..	..	..	..	..	..
	" " "	1.45	2	.96	.49	..	..	..	..	..	..
	" " "	7.02	18	3.26	3.76	..	..	..	..	..	..
Shore Line Div.:	South Auburn, R. I.	104.78	95	30.73	74.05	18.34	55	810	42.22	54	44.22
	New Haven Terminal, Stonington Loop at Worcester, Mass.,	.97	4	.68	.29	.97	..	..	..	..	..
	Groton, Conn.,	70.97	120	23.68	47.29	15.62	18	214	14.90	30	40.45
	East Thompson, Conn.,	17.36	39	7.74	9.62	3.39	11	220	8.21	8	5.76
	Connecting Track to N. L. & N. at Norwich.	.63	5	.42	.21	.33	..	..	..	1	.30
		194.71	263	63.25	131.46	38.65	84	1,244	65.33	93	90.73

Hartford Div.:	New Haven Terminal,	Springfield, Mass.	59.61	45	21.60	38.01	11.97	32	448	26.05	28	334	21.59
	Berlin, Conn.,	Middletown, Conn.	9.70	13	4.10	5.60	3.54	8	47	2.04	13	83	4.12
	Windsor Locks, Conn.,	Suffield, Conn.	4.32	5	.93	3.39	.75	5	99	2.65	2	17	.92
	Hartford, Conn.,	Fenwick, Conn.	46.20	22	15.27	30.93	20.26	19	282	11.15	22	311	14.79
	Westfield, Conn.,	Waterbury, Conn.	26.00	61	12.76	13.24	5.29	17	752.8	11.44	13	472.8	9.27
			145.83	146	54.66	91.17	41.81	81	1,628.8	58.33	78	1,217.8	50.69
Air Line-Noh. Div.:	New Haven Terminal,	Eng. H. Switch, Willimantic, Ct.	51.06	84	19.96	31.10	4.59	18	117.3	26.46	16	943	20.01
	"	Shelburne Jct., Mass.	94.64	159	24.16	70.48	30.48	57	1,030	37.74	49	892	26.42
	Turnerville, Conn.,	Colechester, Conn.	3.59	8	1.02	2.57	.74	4	44	.95	5	85	1.90
	Farmington, Conn.,	New Hartford, Conn.	14.09	44	7.71	6.38	2.30	12	243	9.33	6	67	2.46
	Westfield, Mass.,	Holyoke, Mass.	10.32	15	2.05	8.27	3.14	5	190	3.63	2	225	3.55
	Northampton, Mass.,	Williamsburg, Mass.	7.51	25	3.20	4.31	.37	3	368	7.14	..	....	....
	South Deerfield, Mass.,	Turner's Falls, Mass.	10.07	16	2.14	7.93	4.54	8	81	2.81	5	116	2.72
			191.28	351	60.24	131.04	46.16	107	3,129	88.06	88	2,238	57.06
	Naugatuck Div.:	Winsted, Conn.	56.12	227	27.73	28.39	8.68	64	919	36.87	41	217	10.80
		Watertown, Conn.	4.44	8	2.46	1.98	.30	5	219	3.84	3	6	.30
			60.56	235	30.19	30.37	8.98	69	1,138	40.71	44	223	11.10
Berkshire Div.:	New Haven Terminal,	Pittsfield, Mass.	116.87	308	55.44	61.43	22.93	81	1,800	65.19	58	806	38.43
	Botsford, Conn.,	Bridgeport, Conn.	15.16	54	8.83	6.33	....	..	....	....	..	....	....
	Vanduseenville, Mass.,	State Line, Mass.	9.54	25	5.12	4.42	....	..	....	....	..	....	....
	Bethel, Conn.,	Litchfield, Conn.	38.23	163	17.66	20.57	5.486	18	1,100.4	22.965	14	531.6	9.777
			179.80	550	87.05	92.75	....	..	....	....	..	....	....

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.				PROFILE.					
From —	To —	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
						No.	Sum of Ascending Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descending Feet.	Aggregate Length of Descending Grades. Miles.
Highland Div. (Air Line Jct.): Williamantic, Conn., Wicopee Jct., N. Y., East Hartford, Conn., Melrose, Conn., Vernon, Conn., Berlin, Conn.,	Hopewell Jct., N. Y.	128.92	6	.97	.74	..	....	....	..	....	....
	Fishkill Landing, N. Y.	1.71	28	5.04	23.27	15	305	8.21	15	327	1.15
	Jct. with B. & A., Springfield, Ms.	28.81	13	2.01	5.21	3	208	3.38	3	45	1.11
	West St., Rockville, Conn.	7.22	10	1.49	2.94	1	146	2.66	1	74	1.69
	Rockville, Conn.	4.43	6	.74	2.44	1	131	2.90	1	1	.10
	New Britain, Conn.	3.18	....	....	....	..	....	....	..	....	....
Providence Div.: Boston, Mass., Walpole Jct., Mass., No. Attleboro Jct., Mass., " " " Chestnut St., Mass., Walpole Jct., Mass., Connection of Prov. & Forest Hills, Mass., Readville, Mass., Canton Jct., Mass., Midland Div. Connections, East Junction, Mass.,	Boston Switch, R. I.	39.39	24	6.01	33.38	11	271	10.27	9	312	18.73
	No. Attleboro, Mass.	11.88	14	5.13	6.75	5	170	4.34	7	189	6.18
	Adamsdale Jct., Mass.	3.86	4	1.41	2.45	1	130	2.97	1	28	.59
	Chestnut St., Mass.	.97	3	.43	.54	11	....	....	4	32	.86
	Norwood Jct., Mass.	5.76	11	2.21	3.55	70	76	1.56	2	160	3.50
	Worcester Divs. in Attleboro.	.22	1	.11	.11	....	18	.22	....	....	....
	Dedham, Mass.	5.37	12	2.18	3.19	2	100	2.70	1	49	1.56
	Dedham, Mass.	2.47	6	.93	1.54	1	41	2.05	1	4	.23
	Stoughton, Mass.	4.05	8	2.03	2.02	2	134	3.48	1	6	.21
	Readville, Mass.	1.20	5	.30	.90	2	46	1.20	....	....	....
	Yard Limits, E. Prov., R. I.	7.17	2	.75	6.42	1.55	....	....	3	89	5.62
		82.34	90	21.49	60.85	16.07	986	28.79	29	869	37.48
Worcester Div.: Providence, R. I., Valley Falls, R. I., Fall River, Mass., India Pt., Prov., R. I., Yard Limits, E. Prov. R. I., Branch of P. W. & B. R. Franklin, Mass.,	Worcester, Mass.	43.40	91	17.09	26.31	21	519	28.48	5	67	4.96
	E. Providence, R. I.	2.00	14	2.30	4.70	4	43	1.62	4	110	4.77
	Warren, R. I.	7.95	16	2.45	5.60	6	103	3.94	6	126	3.48
	Bristol, R. I.	14.15	20	4.86	9.29	8	95	5.59	9	98	4.56
	India Pt., Providence, R. I.	.88	4	.25	.63	....	....	....	1	7	.48
	R. in Providence, R. I.	.75	....	....	.75	....	3	....	....	7	.13
	Valley Falls, R. I.	13.69	29	4.07	9.52	2.59	88	2.90	12	296	8.10

Worcester Div.:—Cont.		57.76	58	26.09	31.67	9.71	7	731	24.70	8	515	23.35
Providence, R. I.,	Willimantic, Conn.	27.73	74	13.31	14.42	6.04	23	689	18.01	11	126	3.68
Providence, R. I.,	Douglas Jct., Mass.	5.80	8	1.64	4.16	2.36	2	38	1.54	9	25	1.90
Auburn, R. I.,	So. Auburn, R. I.	10.36	34	4.57	5.79	1.62	41	279	6.18	26	142	3.56
Auburn, R. I.,	Hope, R. I.	3.58	2	.85	2.73	1.97	..	....	.....	3	41	1.61
	Henderson St., Prov., R. I.	192.95	352	77.48	115.47	39.02	120	2,588	93.35	89	1,560	60.58
Plymouth Div.:		12.52	18	3.49	9.03	4.40	9	150	5.68	7	56	2.44
Boston Ft. Pt. Chnl., Mass.	Mayflower Park, Mass.	32.34	61	9.31	23.03	4.99	31	463	12.27	31	513	15.08
Braintree, Mass.,	Kingston, Mass.	26.04	17	4.52	21.52	7.02	19	166	7.76	23	237	11.26
So. Braintree, Mass.,	Plymouth, Mass.	21.74	15	5.25	16.49	3.41	12	213	8.50	14	228	9.53
Mayflower Park, Mass.,	Middleboro, Mass.	3.30	11	.87	2.43	1.13	4	41	1.62	3	15	0.55
Neponset, Mass.	Mattapan, Mass.	2.39	8	1.05	1.34	....	1	51	1.00	1	54	1.39
Harrison Sq., Mass.,	Shawmut & Milton Jct., Mass.	6.12	6	.58	5.54	0.94	6	69	2.62	6	83	2.86
Whitman, Mass.,	Bridgewater Iron Works.	.75	1	.64	.11	.44	1	10	.31	0	....	....
Elmwood, Mass.,	Westdale, Mass.	5.41	12	2.00	3.41	.32	6	131	3.08	5	66	2.01
Atlantic, Mass.,	Braintree, Mass.	7.80	17	2.78	5.02	.73	9	123	2.41	11	192	4.66
No. Abington, Mass.,	Hanover, Mass.	6.95	26	3.05	3.90	4.42	5	10	.83	6	38	1.70
Nantasket Jct., Mass.,	Pemberton, Mass.	7.56	9	3.06	4.50	1.53	8	103	3.69	7	57	2.34
Matfield, Mass.,	Easton, Mass.	15.03	19	3.59	11.44	1.73	9	288	6.68	10	233	6.62
Plymouth, Mass.,	Middleboro, Mass.	.42	....	....	.42	....	1	18	.42	....	....	....
Ext. to meet Plym'th &	Midd'boro R. R., Midd'boro, Mass.	85.66	83	26.38	59.28	17.32	67	1,110	33.02	70	1,198	35.32
Middleboro, Mass.,	Provincetown, Mass.	5.05	6	1.37	3.68	.45	4	36	1.65	6	75	2.95
Yarmouth, Mass.,	Hyannis, Mass.	17.54	15	6.14	11.40	1.19	15	247	7.53	15	249	8.82
Buzzard's Bay, Mass.,	Woods Holl, Mass.	15.17	8	2.60	12.57	2.94	7	159	6.03	6	213	6.20
Tremont, Mass.,	Fairhaven, Mass.	7.07	15	1.98	5.09	.59	11	139	3.62	8	119	2.86
Harwich, Mass.,	Chatham, Mass.	278.86	347	78.66	200.20	53.19	225	3,527	108.62	229	3,626	116.88

Characteristics of Road. — *Continued.*

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges :							
Stone, .	105	2,917	..	10	..	385	..
Iron, .	511	48,100	..	10	..	1,425	..
Wooden, .	162	6,556	..	10	..	552	..
Total, .	778	57,573	..	..	..	....	..
Trestles, .	113	30,504	..	15	..	2,300	..
Tunnels, .	5	2,257	..	176	..	1,200	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges, ...	195	14	1
Conduits, ...	3	14	3
Trestles, ...	17	14	4
Total, ...	215	..	..
Overhead Railway Crossings :			
Bridges, ...	7	14	6
Conduits, ...	1	15	..
Total, ...	8	..	..
Tunnels, ...	5	14	8

GAUGE OF TRACK—4 feet 8½ inches.

Car Mileage.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate. Cents per Mile.	Amount.
American Cotton Oil Co., ...	Tank,	3/4	\$1,972.20
American Fast Freight, ...	Refr. & Box,	6/10 3/4	48.72
American Live Stock Transp. Co., ...	Stock,	6/10	4.95
American Refr. Transit Co., ...	Refrigerator,	3/4	2,033.53
American Tank Line, ...	Tank,	3/4	62.32
Arms Palace Horse Car Co., ...	Stock,	6/10	230.92
Armour Refrigerator Line, ...	Refr. & Box,	6/10 3/4	15,400.06
American Dressed Beef and Provision Co., ...	Refrigerator,	3/4	16.64
American Locomotive Works, ...	Flat,	6/10	1.10
Abernathy Furniture Co. Car Line, ...	Box,	6/10	5.98
Beaver Refining Co., ...	Tank,	3/4	1.76
Buena Vista Extract Co., ...	Tank,	3/4	11.99
Barrett Manufacturing Co., ...			
Bay Terminal, ...	Tank,	3/4	152.25
Berwind & White Coal Min. Co., ...	Coal,	6/10	1,458.84
Booth & Co., A., ...	Refrigerator,	3/4	76.46
Brill, J. G. Co., ...	Flat,	6/10	81.99
Buckeye Transp. Co., ...	Refrigerator,	3/4	4.82
Beadleston & Woerz, ...	Refrigerator,	3/4	25.50
Bird, F. W. & Sons, ...	Tank,	3/4	8.19
Binns Chemical Co., J., ...	Tank,	3/4	26.44
Basic Extract Co., ...	Tank,	3/4	105.20
Chicago Refrigerator Car Co., ...	Refrigerator,	3/4	945.63
Chicago, N. Y. & Boston Ref., ...	Refrigerator,	3/4	586.50
Cleveland Provision Co., ...	Refrigerator,	3/4	8.03
Cochrane Chemical Works, ...	Tank,	3/4	16.69
Cold Blast Transp. Co., ...	Stock & Refr.,	6/10 3/4	1,875.07
Columbia Tank Line, ...	Tank,	3/4	18.79
Continental Fruit Express, ...	Refrigerator,	3/4	413.39
Continental Refining Co., ...	Tank,	3/4	14.17
Cornplanter's Tank Line, ...	Tank,	3/4	7.70
Crescent Tank Line, ...	Tank,	3/4	29.90
Cudahy Mil. Ref. Line, ...	Refrigerator,	3/4	12.68
Cudahy Refrig. Line, ...	Refrigerator,	3/4	3,748.72
Cherokee Tan. Ext. Co., ...	Tank,	3/4	11.87
Cedar Rapids Refr. Express, ...	Refrigerator,	3/4	2.72
Cudahy Co., John, ...	Refrigerator,	3/4	3.41
Crystal Oil Works, ...	Tank,	3/4	4.07
Chicago, Lake Shore & Eastern, ...	Stock,	6/10	10.54
Colonial Tank Line, ...	Tank,	3/4	80.10
Cutting Car Co., F. A., ...	Rack,	6/10	154.00
Dairy Shippers' Dispatch, ...	Refrigerator,	3/4	86.34
Dold Packing Co., J., ...	Refrigerator,	3/4	75.41
Doud Stock Car Co., ...	Stock,	6/10	66.29
Delaware River & Union, ...	Tank,	3/4	91.75
Diamond Car Line, ...	Tank,	3/4	.27
Excelsior Oak Extract Co., ...	Tank,	3/4	19.27
Emery Manufacturing Co., ...	Tank,	3/4	14.12
Fairmount Coal Co., Series "A,"	Coal,	6/10	13.33
Franklin Tank Line, ...	Tank,	3/4	30.46
Fox River Despatch Co., ...	Refrigerator,	3/4	3.36
German-American Car Co., ...	Refr. & Tank,	3/4	114.72
Gulf Refining Co., ...	Tank,	3/4	130.63
Geiser Mfg. Co., ...	Tank,	3/4	2.84
George's Creek Coal and Iron Co., ...	Coal,	6/10	1.44

Car Mileage.—Continued.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate. Cents per Mile	Amount.
Hillandale Farm, ...	Stock,	6/10	\$3.00
Heinz Co., H. J., ...	Tank,	3/4	36.80
Heald & Co., Inc., John H., ...	Tank,	3/4	275.68
Island Petroleum Co., ...	Tank,	3/4	1.55
Ind. Abattoir Co., ...	Refrigerator,	3/4	210.74
Imperial Extract Co., ...	Tank,	3/4	2.94
Independent Refining Co., ...	Tank,	3/4	.67
Johnson Auto. Ref. Line, ...	Refrigerator,	3/4	5.13
Kingan Refrig. Line, ...	Refrigerator,	3/4	125.27
Keystone Coal & Coke Co., ...	Coal,	6/10	4.23
Kentucky Refining Co., . . . . .	.....	3/4	97.81
Lake Carriers' Oil Co., ...	Tank,	3/4	12.61
Live Poultry Transp. Co., ...	Stock,	6/10	8.58
Libby, McNeil & Libby, ...	Refrigerator,	3/4	25.10
Lake Terminal, ...	Flat & Gond'a,	6/10	4.55
Lehman & Bro., N., ...	Stock,	6/10	1.74
Morton Gregson Lines, ...	Tank & Refr.,	3/4	1.04
Morrisdale Coal Co., ...	Coal,	6/10	9.43
Mather Horse & Stock Car Co., ...	Stock,	6/10	68.29
Merchants' Desp. Transp. Co., ...	Box & Refr.,	6/10 3/4	3,715.54
Morrell Refrig. Line, ...	Refrigerator,	3/4	15.38
Morris & Co., ...	Box & Refr.,	6/10 3/4	2,787.58
Martin Co., D. B., ...	Box,	6/10	7.65
Miller's Oil Works, ...	Tank,	3/4	1.18
Milwaukee Ref. Trans. Co., ...	Refrigerator,	3/4	555.94
Missouri Riv. Despatch Trans. Co., ...	Refrigerator,	3/4	415.76
Merrimac Chemical Co., ...	Tank,	3/4	.81
National Dispatch Line, ...	Box,	6/10	2,549.69
National Car Line Co., ...	Box & Refr.,	6/10 3/4	5,581.33
North & South Rolling Stk. Co., ...	Box & Refr.,	6/10 3/4	20.17
N. England Gas & Coke Co., ...	Coal,	6/10	517.57
Narragansett Brewing Co., ...	Refrigerator,	3/4	715.27
Overland Refrigerator Ex., ...	Refrigerator,	3/4	21.18
Oak Extract Co., ...	Tank,	3/4	3.12
Pittsfield Oil Refining Co., ...	Tank,	3/4	2.10
Peerless Transit Line, ...	Tank,	3/4	1.08
Penn. Gas & Coal Co., ...	Coal,	6/10	1,763.39
Penn. Refining Co., ...	Tank,	3/4	10.77
Pittsburgh Coal Co., ...	Coal,	6/10	1.74
Pittsburgh Plate Glass Co., ...	Flat,	6/10	12.14
Produce Shippers' Desp., ...	Refrigerator,	3/4	127.30
Provision Dealers' Desp., ...	Refrigerator,	3/4	101.28
Puritan Coal Mining Co., ...	Coal,	6/10	15.71
Penn. Paraffine Works, ...	Tank,	3/4	29.41
Proctor & Gamble Co., ...	Tank,	3/4	45.05
Pacific Fruit Express, ...	Refrigerator,	3/4	22.68
Solvay Process Co., ...	Tank,	3/4	3.81
Smith, Levi, ...	Tank,	3/4	3.88
Steger & Sons' Piano Line, ...	Box,	6/10	4.96
Seneca Oil Works, ...	Tank,	3/4	9.55
St. Louis Refr. Car Co., An-Busch series, ...	Refrigerator,	3/4	503.88
Santa Fe Refrig. Desp. Co., ...	Refrigerator,	3/4	979.45
Shippers' Ref'ing Car Co., ...	Refrigerator,	3/4	432.46
Street's West. Stable Car L., ...	Stock,	6/10	181.17
Swift's Refrigerator Line, ...	Tk., Bx. & Rf.,	6/10 3/4	10,644.73

Car Mileage.—Continued.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate. Cents per Mile.	Amount.
Swift's Live Stock Express, ...	Stock,	6/10	\$648.60
Springfield Brewing Co., ...	Refrigerator,	3/4	116.19
Speares' Tank Line, ...	Tank,	3/4	73.93
South Eastern Line, ...	Flat,	6/10	2.98
St. Louis Refrig. Car Co., "Lamp series,"	Refrigerator,	3/4	5.86
Spencer, Kellogg Co., ...	Tank,	3/4	138.82
Susquehanna Coal Co., ...	Coal,	6/10	56 48
Starks Heater Car Co., ...	Heater,	6/10	125.47
Stern & Sons, Joseph, ...	Stock,	6/10	1.37
Tide-water Oil Co., ...	Tank,	3/4	129.17
Tellico Extract Co., ...	Tank,	3/4	13.44
Texas Tank Co., ...	Tank,	3/4	2.18
Union Ref. Trans. Co. of Wis., ...	Refrigerator,	3/4	347.99
Union Tank Line, ...	Tank,	3/4	6,298.02
United Box, Board & Paper Co., . . .	Box,	6/10	3.27
Union Petroleum Co., ...	Tank,	3/4	5 95
Venice Transp. Co., ...	Flat,	6/10	8.86
Westinghouse Electric & Mfg. Co., . .	Box,	6/10	3.41
Western Live Stock Express, ...	Stock,	6/10	503.44
Westmoreland Coal Co., ...	Coal,	6/10	5,315 39
Wason Manufacturing Co., ...	Flat,	6/10	26.35
Waverly Oil Works, ...	Tank,	3/4	86.26
Webster Coal and Coke Co., ...	Coal,	6/10	2,803.56
American Steel & Wire Co., ...	Box & Flat,	6/10	3.43
Butterworth-Judson Co., ...	Tank,	3/4	3.66
Crew-Levick Co., ...	Tank,	3/4	2.56
Contact Process Transit Co., ...	Tank,	3/4	2.69
Craig Oil Co., ...	Tank,	3/4	.68
Canfield Oil Co., ...	Tank,	3/4	3.17
Chilhowee Extract Co., ...	Tank,	3/4	2.18
Pine Oil Co., ...	Tank,	3/4	3.92
Pittsburg-Buffalo Co., ...	Coal,	6/10	2.62
Penn. Steel Co., ...	Box,	6/10	3.00
Southern Cotton Oil Co., ...	Tank,	3/4	.56

Taxes and Assessments of all Kinds.

For reporting Company's owned and proprietary lines :

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Prop- erty Owned, not used in oper- ation, and Miscel- laneous.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.			
Massachusetts, ...	\$553,986.08	\$561,100.78	.....	\$16,860.41	\$1,131,947.27
Connecticut, ...	93,161.59	1,315,380.46	.....	10,169.58	1,323,711.93
Rhode Island, ...	225,817.33	.....	.....	1,141.54	226,958.87
New York, ...	241,507.74	.....	\$32,463.03	.....	273,975.77
Total, ...	\$1,119,473.04	\$1,776,481.24	\$32,463.03	\$28,171.53	\$2,956,593.84

STREET RAILWAY SCHEDULE.

Summary of Financial Condition and Results of Operation, Eleven Months ending May 31, 1907.

Gross earnings from operation, ...	\$5,323,854.21
Operating expenses, ...	3,397,517.96
Net earnings, ...	1,926,336.25
Income from other sources, ...	958,936.39
Gross income from all sources, ...	2,885,272.64
Per cent. of operating expenses to gross earnings, ...	63.82
Gross earnings per mile operated, ...	8,775.45
Operating expenses per mile operated, ...	5,600.22
Net earnings per mile operated, ...	3,175.23
Gross earnings per mile run, ...	24.53
Operating expenses per mile run, ...	15.70
Net earnings per mile run, ...	8.83
Gross earnings per car hour, ...	2.26
Operating expenses per car hour, ...	1.44
Net earnings per car hour, ...	.82
Taxes paid state, ...	307,055.90
Interest paid, ...	1,370,153.93
Dividend paid, ...	200,000.00
Total length of main track owned, ...	396.339
Total length of main track operated, ...	606.676
Total car mileage, ...	21,700,716
Total car hours, ...	2,353,657
Fare passengers carried, ...	100,480,951
Fare passengers per mile run (passenger), ...	4.63
Fare passengers per car hour (passenger), ...	42.69
Fare passengers per mile of main track operated, ...	165.625
Number of employees, ...	4,802
Accidents: Killed, ...	41
Injured, ...	1,085

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Church & Chap. sts.	Stony Creek,	15.140	7.427	22.567	0.152	22.719
East Haven	Mansfields,	2.484	2.175	4.659	0.045	4.704
Granniss Corner	Lighthouse,	3.356	2.169	5.525	0.012	5.537
Chapel street	Railroad Crossing,	0.202	0.198	0.400	.....	0.400
R. R. Crossing	Granniss Corner,	1.082	0.202	1.284	.....	1.284
State & Chapel sts.	Railroad Station,	0.513	0.387	0.900	0.013	0.913
State street	Railroad Crossing,	0.779	0.779	1.558	.....	1.558
State & Chapel sts.	Wallingford,	13.247	3.265	16.512	0.332	16.844
Church & Elm sts.	Schuetzen Park,	2.941	1.917	4.858	0.140	4.998
State street	Chapel street,	1.299	1.299	2.598	0.134	2.732
Church & Chap. sts.	Mount Carmel,	7.879	3.473	11.352	0.190	11.542
Church & Chap. sts.	Orange Hills,	5.517	5.517	11.034	0.356	11.390
Chapel & York sts.	Westville,	3.266	2.338	5.604	0.059	5.663
Broadway	Blake's Corner,	3.742	1.705	5.447	0.064	5.511
Dixwell avenue	Car-Barn,	0.956	0.405	1.361	.....	1.361
Church & Elm sts.	Whalley avenue,	3.379	0.988	4.367	0.146	4.513
Chapel & College sts.	Read street,	1.922	1.130	3.052	0.064	3.116
Chapel & College sts.	Derby avenue,	1.286	0.051	1.337	0.057	1.394
Chapel & Church sts.	Savin Rock,	4.697	4.697	9.394	0.393	9.787
Meadow	State street,	0.020	.....	0.020	.....	0.020
Church & Meadow	Campbell & Elm,	3.178	3.178	6.356	0.032	6.388
Congress avenue	George street,	1.161	0.494	1.655	0.053	1.708
Kimberly avenue	City Point,	0.758	0.056	0.814	0.060	0.874
Chapel street	Congress Ave.,	0.287	.....	0.287	0.011	0.298
College street	Meadow street,	0.196	.....	0.196	0.064	0.260
Hart. Div. R. R. Crossing, Meriden	East Meriden,	2.718	.....	2.718	0.193	2.911
East Main st.	Connect with Spur of M. M. & W.,	0.991	.....	0.991	0.038	1.029
East Main	Ann street,	0.609	.....	0.609	0.037	0.646
Hart. Div. R. R. Crossing, Meriden	Hubbard Park,	1.948	0.337	2.285	0.104	2.389
West Main street	N. Colony street,	1.362	.....	1.362	0.072	1.434
West Main street	Hart. Div. R. R. Cr., Wallingford,	7.796	1.307	9.103	0.547	9 650
Hanover street	Cemetery,	1.131	0.138	1.269	.....	1.269
West Main street	Hanover street,	0.116	.....	0.116	.....	0.116
Hart. Div. R. R. Cr., Wallingford	Martin avenue,	0.915	.....	0.915	0.020	0.935
Center street	End,	0.990	.....	0.990	.....	0.990
Central Village	Mass. State Line,	25.554	.....	25.554	1.065	26.619
Elmville	E. Killingly,	3 360	.....	3.360	.....	3.360
Central Village	Moosup,	1.648	.....	1.648	.....	1.648
Parade	Ocean Beach,	4.047	1.424	5.471	0.402	5.873
Parade	Cemetery,	2.169	0.206	2.375	0.080	2.455
State street	Broad street,	1 080	.....	1.080	.....	1.080
Blackhall st.	Bank street,	0.190	0.054	0.244	.....	0.244
Montauk avenue	Broad street,	.....	.....	.....	.....	.....
Broad street	Main street,	0.436	.....	0.436	.....	0.436
State street	Thamesville	.....	.....	.....	.....	.....
	Car barn,	11.038	0.723	11.761	0.300	12.061
Franklin Square	Thames. Car barn,	2.047	.....	2.047	.....	2.047
Thames Square	Backus Corner,	1.341	.....	1.341	.....	1.341
Main street	Laurel Hill School,	0.907	.....	0.907	.....	0.907
Franklin Square	Yantic,	4.889	.....	4.889	0.318	5.207
Franklin Square	R. R. Crossing,	.....	Con- struction.	.....	.....	.....
	Willimantic,	18.647	.....	18.647	0.518	19.165

Description of Lines. — *Continued.*

From	To	Length of road (first main track).	Length of second main track.	Total Length of main track.	Length of sidings and turnouts.	Total computed as single track.
R. R. Crossing	Cemetery,	1.068	.....	1.068	.....	1.068
Post Office	Lakeview Park,	3.110	0.394	3.504	0.705	4.209
Pleasant street	Russell street,	1.154	.....	1.154	.....	1.154
Main street	Asylum st. end,	0.798	.....	0.799	.....	0.798
Post Office	Gildersleve,	3.314	0.320	3.634	0.230	3.864
Main & Grand sts.	Lawn avenue,	1.279	.....	1.279	0.039	1.318
Main street	Rapallo ave. R. R. Connection,	0.248	.....	0.248	0.121	0.369
Main & Asylum	Wethersfield,	4.797	2.549	7.346	0.532	7.878
Main street	Masseek,	0.924	0.041	0.965	0.103	1.073
Main & Wethersfield	Newington,	5.152	3.256	8.408	0.754	9.162
Maple & Retreat	Jordan Lane,	2.272	2.227	4.499	0.036	4.535
New Britain ave.	Cedar Hill,	1.073	.....	1.073	.....	1.073
Newington avenue	Elmwood,	1.416	.....	1.416	.....	1.416
Main street	Quaker Lane,	2.961	0.275	3.236	0.128	3.364
Park street	Retreat avenue,	0.764	0.036	0.800	0.032	0.882
Park street	New Britain ave.,	1.207	.....	1.207	0.043	1.250
Capitol avenue	Park street,	0.357	0.037	0.394	.....	0.394
Ford & Pearl	Laurel & Park,	1.429	0.676	2.105	0.291	2.396
Park street	Golf Club,	1.802	.....	1.802	0.090	1.892
Farmington avenue	Charter Oak Park,	2.326	2.079	4.405	0.161	4.566
Ford & Asylum	Main & Asylum,	0.613	0.107	0.720	0.155	0.875
Main & Asylum	West Hartford,	3.631	1.925	5.556	0.263	5.819
Farmington avenue	Woodland street,	0.881	0.040	0.921	0.246	1.167
Farmington avenue	Woodland street,	1.063	.....	1.063	0.151	1.214
Main & Asylum	Rainbow Park,	13.355	3.438	15.793	0.670	16.463
Windsor avenue	Keeney Park,	1.185	0.014	1.199	0.045	1.244
Windsor avenue	Cemetery,	3.534	0.992	4.526	0.221	4.747
Albany avenue	Love Lane,	1.039	0.048	1.087	0.129	1.216
Main & Morgan	Rockville,	17.008	2.356	19.364	0.283	19.647
Love Lane	Manchester Center,	2.230	.....	2.230	.....	2.230
Manchester Center	Manchester,	1.270	.....	1.270	.....	1.270
Burnside avenue	E. Windsor Hill,	6.333	0.383	6.716	0.227	6.943
Hartford avenue	So. Glastonbury,	8.023	.....	8.023	0.376	8.399
State street	Morgan street,	0.258	.....	0.258	.....	0.258
Suffield Cen.	Mass. State Line,	4.706	.....	4.706	0.208	4.914
Atlantic Square	Woodside street,	0.799	0.032	0.831	0.040	0.871
Atlantic Square	Shippan Point,	2.794	1.175	3.969	0.187	4.156
Elm street	Springdale,	3.267	0.048	3.315	0.103	3.418
Hope street	End,	0.190	.....	0.190	.....	0.190
Elm street	Noroton River,	1.350	0.030	1.380	.....	1.380
Shippan avenue	Weed avenue,	1.118	0.044	1.162	.....	1.162
Atlantic Square	Atlantic street,	1.110	0.060	1.170	0.054	1.224
Atlantic St.	Atlantic street,	0.518	0.306	0.824	0.120	0.944
South street	Adams Corner,	4.520	.....	4.520	0.197	4.717
Atlantic Square	Mianus River,	2.966	0.070	3.036	0.197	3.233
Mianus River	N. Y. Con. Line,	5.625	0.235	5.860	0.458	6.318
Meriden	Lake Compounce & Plainville,	11.642	.....	11.642	0.693	12.335
Torrington	Winsted,	11.271	.....	11.271	0.246	11.517
Highland Lake	Branch,	1.141	.....	1.141	.....	1.141
Total, ...		325.107	71.232	396.339	14.660	410.999

Construction and Equipment.

Additions during eleven months.

Engineering and superintendence, ...	\$34,203.25	
Right of way, ...	52,263.05	
Track and roadway construction, ...	404,427.83	
Electric line construction, ...	455,440.02	
Real estate used in operation of road, ...	7,479.31	
Buildings and fixtures used in operation of road, ...	57,378.72	
Investment real estate, ...	1,332.00	
Miscellaneous, ...	4,100.32	
Total construction, ...		\$1,013,960.50
Power plant equipment, ...	\$107,834.68	
Cars, ...	190,050.55	
Electric equipment of cars, ...	135,159.58	
Miscellaneous equipment, ...	6,339.17	
Lighting and water department, ...	2,977.16	
Total equipment, ...		442,361.14
Grand Total Construction and Equipment,		\$1,456,321.64

Income Account for Eleven Months ending May 31, 1907.

Gross earnings from operation, ...	\$5,323,854.21	
Operating expenses, ...	3,397,517.96	
Net earnings from operation, ...		\$1,926,336.25
Miscellaneous income:		
Interest on deposits, ...	\$4,883.45	
Income from securities owned, ...	531,635.55	
Rent of leased lines, ...	8,333.34	
Net earnings lighting and water department, ...	371,043.78	
Net earnings boat lines, ...	43,040.27	
		958,936.39
Gross income less operating expenses, ...		\$2,885,272.64
Deductions from income:		
Taxes:		
On capital stock, ...	\$307,055.90	
On earnings, ...	14,016.56	
Miscellaneous, ...	923.32	
		321,995.78
Interest:		
On funded debt, ...	\$1,293,344.60	
On floating debt, ...	76,809.33	
		1,370,153.93
Rent of leased lines, ...	831,649.53	
Discount on debentures, ...	12,406.30	
Guarantee on New Eng. Invest. and Sec. Co., ...	160,700.64	
		2,696,906.18
Net income, ...		\$188,366.46
Dividends, 2 per cent. on \$10,000,000.00 common stock,		200,000.00
Deficit for year, ...		\$11,633.54

Gross Earnings from Operations.

Car earnings:	
Passengers, ...	\$5,105,555.12
Chartered cars, ...	18,412.85
Freight, ...	27,203.11
Mail, ...	7,611.59
Express, ...	41,124.35
	\$5,199,907.02
Miscellaneous earnings:	
Advertising, ...	\$17,484.43
Rent of land and buildings, ...	3,124.84
Rent of tracks, ...	9,131.67
Rent of equipment, ...	1,898.58
Sale of power, ...	30,160.61
Other miscellaneous earnings, ...	3,843.59
Park earnings, ...	58,303.47
	123,947.19
Total, ...	
	\$5,323,854.21

Operating Expenses.**MAINTENANCE.**

Way and structures:	
Maintenance of track and roadway, ...	\$360,053.83
Maintenance of electric line, ...	119,612.23
Maintenance of buildings and fixtures, ...	23,699.83
Total, ...	\$503,365.89
Equipment:	
Maintenance of steam plant, ...	\$25,301.19
Maintenance of electric plant, ...	8,782.53
Maintenance of cars, ...	180,782.61
Maintenance of electric equipment of cars, ...	135,624.01
Maintenance of miscellaneous equipment, ...	9,208.85
Miscellaneous shop expenses, ...	37,628.77
Total, ...	397,327.96

TRANSPORTATION.

Operation of power plant:	
Power plant wages, ...	\$104,621.62
Fuel for power, ...	271,475.14
Water for power, ...	10,633.51
Lubricants and waste for power plant, ...	11,375.88
Miscellaneous supplies and expenses of power plant, ...	5,317.73
Hired power, ...	190,191.23
Total, ...	593,615.11
Operation of cars:	
Superintendence of transportation, ...	\$55,357.56
Wages of conductors, ...	541,616.60
Wages of motormen, ...	553,268.06
Wages of miscellaneous car service employees, ...	28,454.80
Wages of car house employees, ...	80,658.36

Car service supplies, ...	22,961.20
Miscellaneous car service expenses, ...	58,658.99
Hired equipment, ...	8,822.39
Cleaning and sanding track, ...	39,636.98
Removal of snow and ice, ...	36,405.61
Total, ...	1,425,840.55

GENERAL.

Salaries of general officers, ...	\$44,231.20
Salaries of clerks, ...	58,340.93
Printing and stationery, ...	10,518.00
Miscellaneous office expenses, ...	14,967.64
Stores expenses, ...	9,839.14
Stable expenses, ...	5,731.65
Advertising and attractions, ...	75,146.60
Miscellaneous general expenses, ...	25,137.23
Damages, ...	156,790.82
Legal expenses in connection with damages, ...	481.33
Miscellaneous legal expenses, ...	15,807.73
Rent of land and buildings, ...	12,656.88
Rent of tracks and terminals, ...	1,457.67
Insurance, ...	46,261.63
Total, ...	477,368.45
Grand total, ...	\$3,397,517.96

Detailed Statement of Rentals of Leased Lines.

Name of Lessor.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing pay- ment of interest or dividends.	Total amount of rental paid by lessee.
Webster & Dudley St. Ry. Co.,	\$1,125.00	\$1,875.00	.....	\$3,000.00
Worcester & Webster St. Ry. Co.,	5,625.00	.....	\$2,250.00	7,875.00
West Shore Railway Company,	1,328.12	3,713.54	.....	5,041.66
Connecticut Ry. & Ltg. Co.,	561,568.30	.....	248,839.57	810,407.87
New York & Stamford Ry. Co.,	5,325.00	.....	.....	5,325.00
Total, ...	574,971.42	5,588.54	251,089.57	831,649.53

Mileage, Traffic, and Miscellaneous Statistics.

Total car mileage, ...	21,700,716
Total car hours, ...	2,353,657
Fare passengers carried, ...	100,480,951
Transfer passengers carried, ...	20,269,014

Total passengers carried, ...	120,749,965
Average fare, revenue passengers, ...	5.08
Average fare, all passengers (including transfer passengers), ...	4.23
Car earnings per car mile, ...	23.96
Miscellaneous earnings per ear mile, ...	.57
Gross earnings per car mile, ...	24.53
Car earnings per car hour, ...	2.21
Miscellaneous earnings per car hour, ...	.05
Gross earnings per car hour, ...	2.26
Operating expenses per car mile, ...	15.70
Operating expenses and taxes per car mile, ...	17.14
Operating expenses per car hour, ...	\$1.44
Operating expenses and taxes per car hour, ...	1.58
Operating expenses per cent. of gross earnings, ...	63.82
Operating expenses and taxes per cent. of gross earnings, ...	69.86
Average number of employees, not including officials, during year, ...	4,802
Aggregate amount of wages paid employees, ...	\$1,966,092.22

CROSSINGS, ETC.

	No.
Steam railroad crossings at grade unprotected, ...	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	12
Steam railroad crossings at grade protected by signal or inter- locking devices, ...	2
Steam railroad crossings over electric, ...	45
Steam railroad crossings under electric, ...	26

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

THE CONNECTICUT COMPANY.

- Twenty-five ride book, Meriden to Wallingford, for \$2.25.
- Twenty-five ride book, Meriden to Yalesville, for \$2.00.
- Twenty-five ride book, Meriden to Tracy, for \$1.50.
- Twenty-five ride book, Tracy to Wallingford, for \$1.50.
- Twenty-five ride book, So. Meriden to Wallingford, for \$2.00.
- Forty ride pupil's books for \$1.00.
- Monthly commutation tickets in coupon form are sold at one-half the regular rates on the Manchester line.
- Fifty trip tickets in ten cent fare limit, Hartford, \$4.00.
- Fifty trip tickets in fifteen cent fare limit, Hartford, \$5.00.
- Twenty trip tickets, Windsor and Poquonock, \$1.00.
- School tickets sold 25 for \$1.00 with refund of 25 cents.
- Ten trip tickets Grosvenordale to N. Grosvenordale on Putnam lines, 30 cents.
- Twenty-one ride books, any 5 cent fare limit, New Britain, \$1.00.
- Twenty-five ride books, any 5 cent fare limit, Waterbury, \$1.00.
- Twenty trip books, Far Mill River to Paradise Green, Bridgeport lines, \$1.00.
- Twenty trip books, Far Mill River to Derby, Bridgeport lines, \$1.00.

Description of Road and Equipment.

TRACK.

	Owned.	Leased.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track),	325.107	154.496	.....	497.603
Length of second main track, .	71.232	55.841	.....	127.073
Total length of main track,	396.339	210.337	.....	606.676
Length of sidings and turnouts,	14.660	7.468	.....	22.128
Total computed as single track,	410.999	217.805	.....	628.804

RAILS.

NAME OF	Weight Per Yard.	Steel (Miles of).	Iron (Miles of.)	Total.
"T,"	40 to 80 lbs.	552.537	.....	552.537
Girder Tram, ...	70 to 90 "	53.190	.....	53.190
Girder Grove, ...	85 to 107 "	8.176	.....	8.176
Total miles of . . . . .	.....	613.903	.....	613.903

GAUGE OF TRACK. — 4 feet 8½ inches.

PAVING.

	Miles.
Asphalt, sheet	12.929
Asphalt, block	1.900
Brick, block	23.744
Belgium, block	18.581
Cobbles	18.406
Macadam	169.237
Stone ballast	22.460
Bithulithic	1.589
Wood	.412
Hassam, ...	.094
Total miles	269.343

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	397	15	412
Closed passenger cars equipped with half vestibule,	75	1	76
Closed passenger cars not equipped with vestibule,	34	9	43
Open passenger cars,	594	12	606
Combination closed and open passenger cars,	2	0	2
Total passenger cars,	1,102	37	1,139
Freight cars,	42	0	42
Mail cars,	1	0	1
Express cars,	17	0	17
Baggage cars,	0	0	0
Combination cars,	3	0	3
Work cars,	26	15	41
Snow ploughs,	37	36	73
Sweepers	13	6	19
Miscellaneous,	17	15	32
Total,	1,258	109	1,367

EMPLOYEES.

	Average Num- ber of hours on duty per day.	Wages per Day.
Conductors,	9½	19c. to 25c. per hr.
Motormen,	9½	19c. to 25c. per hr.
Starters,	10	2.50
Watchmen,	12	2.00
Switchmen,	9	1.75
Roadmen,	10	1.62
Hostlers,	10	1.70
Linemen,	9½	2.41
Engineers,	10	2.60
Firemen,	10	2.02
Electricians,	10	2.41
Machinists and Mechanics,	10	2.35

List of all Accidents During Eleven Months ended May 31, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	3	219	5	508	8	727
Employees, ...	4	38	1	36	5	74
Other persons, ...	2	25	26	259	28	284
Total, ...	9	282	32	803	41	1085

Description of Accidents.

July 1. Campbell Ave. and Brown Sts., West Haven. Collision of cars. Miss F. Brandt, No. 18 Shelter St., Mrs. Duxbury, No. 113 George St., Mrs. Richards, No. 161 Dixwell Ave., Miss Brandt, No. 122 Ward St., Mrs. Senecal, No. 69 Henry St., Mrs. Austin, No. 5 Crescent St., and James Barron, injured.

July 1. Edgewood Ave. and Central Ave., New Haven. R. N. Powers, No. 55 Hudson St., hurt his ankle jumping from front platform.

July 1. Kimberly Ave and Grant St., New Haven. G. Harte, No. 94 Elliott St., put hand over guard rail and was hit by passing car, left hand and elbow hurt.

July 2. Church and Crown Sts., New Haven. Patrick Brady, No. 22 Vine St., tried to get off moving car and fell. Chin scratched.

July 2. Franklin Ave., Hartford. P. Mackinson's head cut and arm bruised, climbed on car fender and fell off.

July 3. Wolcott and Ferry Sts., New Haven. H. Alpert jumped off car while in motion, slight injury.

July 3. Congress Ave. and Minor St., New Haven. Collision of car and wagon, M. Freedman, driver, hurt.

July 3. Kimberly Ave. and Lamberton St., New Haven. Mrs. Carpenter of Lamberton street stepped off car before it stopped, slight injury.

July 3. Dixwell Ave. and Eaton St., New Haven. C. Miller, No. 53 York St., broke window by putting his head through same, slight injury.

July 3. Country Club, New Haven. Cars off track, caused by spread rail and broken flange. Mrs. Howitz, Waterbury, thrown from car. Sprained ankle.

July 3. Campbell Ave. and Blohm St., New Haven. Collision between car and wagon. J. Keys of State badly injured.

July 4. Momauguin Road between Harley's and Short Beach Road, New Haven. Mr. McKeon, East Haven, lying on track. Car passed over his head and killed him.

July 4. North Haven. Andrew Palmer, No. 487 Colony St., Wallingford, shot in leg, while riding as passenger.

July 4. Dixwell Ave. and Brewster St., New Haven. Mrs. B. B. Broadbent, shot in leg.

July 4. Webster, Massachusetts. Polander jumped from car while in motion. Hand scratched.

July 4. Trumbull and Pearl Sts., Hartford. Eva Carrol's head injured. Stepped off moving car.

July 4. New Park and Prospect Aves., Hartford. Mr. Whalen's wheel smashed. Slightly injured.

July 4. Pearl St., Hartford. Mrs. G. W. Daly, slightly injured in rear-end collision. Thrown from seat to seat.

July 5. Retreat Ave., Hartford. Conductor Arthur G. Bellevue injured by falling off car.

July 5. Dixwell Ave and Lake Place, New Haven. Nellie Harris, No. 37 Goffe St., jumped off car while in motion. Died.

July 5. Patrick Connely, New London, fell asleep while on car and fell from car. Unconscious a few moments and face scratched. Waterford Switch.

July 5. Lafayette and Washington Sts., Hartford. James Daly, motor-man, slightly injured. Hit by car while fixing trolley.

July 6. Grand Ave. and Bradley St., New Haven. Mrs. Morgan, No. 765 Grand Ave., stepped off car while in motion. Bruised about body.

July 6. Fairfield Ave., Hartford. Unknown man had face and hands cut. Fell from running board.

July 7. Main near Church, Hartford. Miss M. Beach slightly injured by jumping from moving car.

July 7. Congress Ave. and George St., New Haven. Woman stepped off car while in motion. Slight injuries.

July 8. Farmington and Broad St., Hartford. Mr. John Moroney's head cut by stepping off moving car.

July 8. Station No. 55, Manchester Line. Unknown Italian's head cut by stepping from moving car.

July 9. Steamboat, New Haven. C. Welinshey, No. 31 Oak St. Side rail dropped on arm. Arm injured.

July 9. Church and Chapel Sts., New Haven. B. Rodmenezy, No. 85 York St., slipped off car backward. Slight injury.

July 9. Farren Ave., New Haven. Team driven by Eaton Forest, East Haven, collided with car. Driver thrown out and hurt.

July 11. Congress Ave., between Hill and Commerce, New Haven. Boy ten years old tried to jump from moving car. Cut over left eye.

July 12. Chapel St. opp. Malley Bldgs., New Haven. J. Lavine, No. 316 Congress Ave., jumped off car backwards. Hand smashed.

July 12. Grove St., New Haven. Mrs. Jefferson, No. 240 Grove St., stepped off car, turning ankle.

July 13. Webster, Mass. William Miller, intoxicated, jumped from car while in motion, and rendered unconscious.

July 14. Station No. 30, Windsor. Mr. E. M. Dearty's head hurt. Stepped off moving car backwards and landed on head.

July 14. Park Street, Hartford. Unknown man intoxicated was apparently uninjured by falling off a moving car.

July 14. White Street Switch, Hartford. Mrs. Gowan's left arm broken by stepping backwards off a moving car.

July 15. Dwight and George Sts., New Haven. Car off track at curve. Bertha and Dorothy Fennbroth injured.

July 15. Chapel St., New Haven. Collision between car and motorcycle. Man cut about head.

July 15. Station No. 86, South Manchester. Unknown man slightly injured, stepped off moving car.

July 15. Park and Lafayette Sts., Hartford. Baultina Varner slightly injured by stepping off moving car.

July 15. Canfield Crossing, Newington. W. Bober and A. and G. Fracjeski injured by stepping from rapidly moving car. Two injured.

July 16. Hartford Avenue, East Hartford. M. Stenkraum's head hurt, team struck while crossing track.

July 16. Cor. Main and Morgan Sts., Hartford. Mrs. Vendetta hurt head while stepping from moving car.

July 16. New Field Ave., New Britain. Driver of Mr. I. Goldstein's team injured. Car struck team.

July 16. Putnam, Connecticut. Fred Cuttler, employee, killed by contact with live wire.

July 16. Dayville, Connecticut. Joel Holley run over and killed by car, while lying asleep or intoxicated on track.

July 17. Congress Ave. near George St., New Haven. Michael Kirgy, No. 796 Washington Ave., jumped on wrong side of car and was struck by car going in opposite direction. Bruised about body.

July 17. State and Water Sts., New Haven. Collision between car and team. Driver injured.

July 17. Congress Ave. and Cedar St., New Haven. Miss Kalatsky, No. 92 Washington Ave., jumped from moving car, slightly injured.

July 17. State and West Sts., New Haven. Collision between car and team. Driver scratched and bruised, Harry Hillman, No. 1585 State St., and Frank Lynch, 17 Clay St., injured.

July 17. Norwich City Line. Frank Palmer intoxicated, lying across track. Run over by car and both legs crushed, causing death.

July 17. Coit St., School House, New London. Derailed car caused old lady slight injury from shaking up.

July 17. Main and Asylum, Hartford. Edward Payne's eye cut in rear-end collision.

July 18. R. R. Station, Hartford. Conductor E. G. Pettit sprained foot by stepping off car.

July 18. State and American Row, Hartford. H. I. Esbensen, employee, head cut by falling wire.

July 19. New Park Ave., Hartford. Vinaerina Berund, had foot pinched by catching it in rail on work car.

July 19. Congress Ave. and Admiral St., New Haven. Gussie Kelhs, No. 483 East St., and Mrs. P. J. Fitzgerald, No. 63 Sylvan Ave., jumped off car and badly bruised.

July 19. Mount Carmel, New Haven. Mrs. E. Potter, Waterbury, stepped off moving car. Slightly injured.

July 20. Chapel and Sherman Ave., New Haven. Mrs. Miner, No. 1537 Chapel St., stepped off car in motion. Slightly injured.

July 20. Savin Rock Loop, New Haven. Miss C. E. Morey, No. 21 Oak Street, West Haven, struck by car while trying to tie shoe string, and her back hurt.

July 20. Church and Chapel Sts., New Haven. Mrs. W. E. Earle, stepped off moving car. Slightly injured.

July 20. Station No. 23, Burnside. Mr. Weiner's arm bruised, hit by passing car while handling ice.

July 20. New Park Ave., Hartford. Rear-end collision, E. G. Boughton, E. J. Fitzgerald, J. J. Ahearn, J. M. Fitzpatrick, Laura M. Popp, William Raphael, Otto Shuman, John F. Shuman, John B. Forbes, Mildred Forbes, Geo. H. Peckham, Rudolph C. Hanert, Minnie C. Peckman, Miss Hilda Mortenson and Mrs. L. Seltzer. Slightly injured.

July 21. Between Brown and Lester Sts., New Haven. Collision between car and auto. Misses Beck and Mr. and Mrs. Beck injured.

July 21. Savin Rock Loop, New Haven. Mrs. Scott, Springfield, Mass., struck by car and slightly injured.

July 21. Church St., New Haven. Mr. McKenzie of Whitneyville, jumped off moving car. Slightly injured.

July 21. Whalley Ave. and Dwight St., New Haven. Man fell in changing seat in car, bruising knee.

July 21. Meriden. Carl Manford stepped off moving car in front of Wilcox Silver Plating Company. Shaken up a little.

July 21. Main and Morgan Sts., Hartford. George Griffin, injured by jumping off car.

July 22. Stamford. Unknown man slightly scratched on face at Liberty and Main St.

July 22. Grand Ave., New Haven. Major Woodward of No. 47 Grand St., Albany, New York, and Miss Tobin and friend of the New Haven Hospital, jumped from car on account of controller flaming up. Bruised about body.

July 22. Dixwell Ave. and Division St., New Haven. James Dowd, of Division St., stepped off car while in motion. Slightly injured.

July 23. Union Place, Hartford. Dr. John. received cuts about head while trying to board moving car.

July 24. Park St., near Washington, Hartford. Collision between ice team and car, driver slightly injured.

July 24. Capitol Ave. and Main St., Hartford. A. D. Hitchcock's head hurt a little by jumping off a moving car.

July 24. Grand Ave., New Haven. Gus Torrelle, No. 29 Wooster St., slipped off running board and slightly injured.

July 25. Chapel St., near Duncan Hall, New Haven. Collision between auto and car, and occupants upset.

July 25. Congress and Ward St., New Haven. Mrs. Culver, No. 107 Ward St., fell getting off car and turned her ankle.

July 25. Lamphier's Cove, New Haven. Mrs. Bradley of Bradley St., West Haven, fell while getting off car and slightly injured.

July 25. Meriden. Charles Morris, backed auto into car, North Main St., near Curtis St., Wallingford. Man's arm broken.

July 26. Farmington Ave., Hartford. J. J. McClochllyn, hurt a little boy boarding car.

July 26. Manchester, Conn. Hannah Walsh. Slightly bruised by falling from moving car.

July 26. Richards Grove, Waterford. Samuel Laisey, attempted to board moving car and fell. Slightly bruised.

July 27. Corner Main and Pleasant Sts., Hartford.

July 28. Stamford. Jessie Edwards, ankle sprained, Main St.

July 28. Whitney Ave. and David St., New Haven. Antonion Barber, No. 151 Market St., jumped off moving car and was killed.

July 28. Bond St., New Haven. Michael Gilmartin run over by car while walking on track. Died.

July 28. George and Church Sts., New Haven. Jacob Seerly, slipped while getting on car. Slightly injured.

July 28. Mt. Carmel, New Haven. Mrs. E. Terrill, No. 21 Laurel St., Waterbury, stepped off moving car and hurt her leg and shoulder. Scratch on left hand.

July 29. East St. and Chapel St., New Haven. Walter Kinsella, No. 213 Grand Ave., jumped from east bound car in front of west bound and falling fell on front of fender. Slight injuries.

July 29. Chapel and Hamilton Sts., New Haven. Anna Vincechaia, No. 24 Wallace St., stepped off moving car. Slight injuries.

July 29. Richard St., West Haven. Mrs. Robinson, Campbell Ave., stepped off moving car. Slight injuries.

July 30. East Hartford. Thomas Egan, head cut in collision between cars.

July 30. Main St., Hartford. Mrs. Leary, intoxicated, cut head by losing balance when boarding car, and fell to pavement.

July 30. Broad St., Hartford. John Marynoski, was slightly injured by being struck by car while on bicycle.

July 30. Webster, Mass. John Kelly, fell from car, arm broken and face bruised.

July 31. Kimberly Ave., New Haven. S. A. Smith, East Haven, hurt in collision with car.

July 31. George and Spruce Sts., New Haven. Mary Sehiri, jumped off moving car, slightly injured.

July 31. Howard Ave. and Sixth St., New Haven. Miss Maloney, o/o Miss French, No. 78 Sixth St. Car started before passenger had alighted. Ankle injured.

Aug. 1. Chapel and Wallace St., New Haven. John Healy, No. 23 Court St., fell off moving car. Light injuries.

Aug. 1. Forbes Ave., New Haven. John Carney, National Steel & Foundry Company, fell while trying to board moving car. Slight injuries.

Aug. 1. Pearl St., Hartford. Front of City Mission, unknown child slightly injured by running front of car and falling on fender.

Aug. 1. New Britain. Man stepped from moving car, shaken up and bruised.

Aug. 1. New Britain. Italian employee received several contusions on hands and arms.

Aug. 1. Bridgeport. Collision of car and team, driver injured.

Aug. 2. Hartford Ave. and Park St., Hartford. Unknown woman stepped off car and fell, injuries unknown.

Aug. 2. New Park Avenue, Hartford, near city line. Pete Fitzgerald, leg injured by piece of steel which flew off hammer.

Aug. 2. Inlay St., Hartford. Martin Mullen received a few scratches about face while trying to board car in motion.

Aug. 2. Dixwell Ave. and Henry, New Haven. Mr. G. L. Atwater, No. 462 Orchard St., struck by car. Scalp wound.

Aug. 2. Bridgeport. Collision of car and team. Driver slightly injured.

Aug. 3. State and Chapel Sts., New Haven. Collision between car and team. Driver slightly hurt.

Aug. 3. Meadon St., near Garde Hotel, New Haven. R. S. Brady, fell from seat. Slight injuries.

Aug. 3. Campbell Ave., New Haven. Miss Jennie Welsh, No. 356 Peck Ave., West Haven, jumped from moving car. Slight injuries.

Aug. 3. Chapel St., New Haven. P. J. Sullivan, No. 37 Bradley St., slipped while changing seat and hurt his ankle.

Aug. 3. Derby. Man tried to board moving car. Slightly bruised.

Aug. 3. Norwalk. Conductor fell from moving car. Wrist sprained.

Aug. 3. Ansonia. Charles Barker, attempted to board moving car. Hand injured.

Aug. 4. Middletown Ave., New Haven. Jo. Harkiten, jumped off moving car. Slight injuries.

Aug. 4. Windsor. Peter Ferry broke collar bone by falling off moving car.

Aug. 4. Bridgeport. Man fell trying to board moving car. Knee injured.

Aug. 5. Campbell and First Ave., New Haven. Mr. Gebel, No. 168 Columbus Ave., killed by being struck by car.

Aug. 5. Corner Park and Main Sts., Hartford. Lawrence Blake, broke collar bone by falling from car while in motion.

Aug. 5. Sigourney St., Hartford. Jerry Sullivan, rendered unconscious by jumping from car while in motion.

Aug. 5. Hartford, near Dead Man's Curve. Dom Sunday, crushed hand by stepping out of side door, by tripping and falling.

Aug. 5. New Britain. Man attempted to board car before it came to a stop. Bruised elbow.

Aug. 5. Bridgeport. Woman fell from standing car. Shaken up and bruised.

Aug. 5. Norwalk. Man tried to board moving car and fell. Leg bruised.

Aug. 5. New Britain. Man stepped from moving car and fell. Wrist injured.

Aug. 5. Bridgeport. Woman stepped from moving car and fell. Arm injured.

Aug. 5. Huntington. F. L. Mouson, car struck horse causing him to jump and kick conductor. Hip injured.

Aug. 5. Bridgeport. Collision between car and team, and the occupants injured.

Aug. 6. Centerville. Miss G. E. Hartely, Augurville, hit by dropping wire. Slightly injured.

Aug. 6. Whalley Ave., New Haven and Blake St., New Haven. Mrs. W. B. McCarthy, stepped off moving car and slightly injured.

Aug. 6. College and Chapel St., New Haven. Car ran into open switch. J. B. Smithe, No. 16 Wolcott St., and J. P. Fortly, No. 151 Pine St., slightly injured.

Aug. 6. Goodman Place, Hartford. Unknown woman slightly injured by stepping from car while in motion.

Aug. 6. Sisson Ave., Hartford. Unknown woman stepped from moving car and fell.

Aug. 6. Bank St., New London. Small boy ran in front of the car and was struck by running board. Slight scalp wound.

Aug. 6. Bridgeport. Man stepped from moving car and fell. Side bruised.

Aug. 6. Auburn. Mrs. H. M. Frazee, on car on Auburn Hill fainted, caused by heavy thunderstorm.

Aug. 6. Oxford, Mass. Unknown woman fell from car standing still. Claim ankle injured.

Aug. 7. Church and Chapel Sts., New Haven. S. R. Benton, No. 131 Greenwood St., slipped getting on the car. Slight injury.

Aug. 7. Kimberly Ave., New Haven. Mr. Johnson, No. 233 Greenwich Ave., fell attempting to board a moving car. Slightly injured.

Aug. 7. Benton St., Hartford, and Shultas Place. C. Johnson, injured by crossing front of car on wheel. Thrown from wheel.

Aug. 7. New Britain. Woman stepped in front of moving car and was thrown. Slightly injured.

Aug. 8. Grand Avenue, New Haven. Mrs. Carroll, No. 805 Grand Ave., attempted to board moving car. Arm injured.

Aug. 8. Bridgeport. Man tried to board moving car and fell. Slightly injured.

Aug. 9. Mt. Carmel, New Haven. Mrs. Lizzie Tetley, No. 29 Louis St., Naugatuck, fell off moving car and slightly injured.

Aug. 9. Haynes and Pearl Sts., Hartford. Mr. Griswold's milk wagon struck, and driver injured.

Aug. 9. Pole No. 678, Fairfield Ave., Hartford. Unknown man cut about face and chin, by climbing aboard car while in motion.

Aug. 9. Bridgeport. Woman fell from standing car and her side injured.

Aug. 9. Southington. In front of house near the Plainville town line, G. J. Priest, jumped from a delivery wagon onto the track in front of car and was hit and received a cut on back of head, and leg slightly bruised.

Aug. 10. New St., New Haven. J. Wilson, No. 26 Court St., West Haven, slipped off moving car. Slightly injured.

Aug. 10. Station No. 62, Hartford. Unknown girl stepped off car while in motion. Injuries unknown.

Aug. 11. Kimberly Ave. and Lamberton St., New Haven. Mrs. Miller, No. 80 Lamberton St., stepped off moving car. Slightly injured.

Aug. 11. Grand Ave., near Perkins St., New Haven. Garrug Child, No. 182 North Front, ran in front of a car, caught on fender. Slight injuries.

Aug. 11. Yalesville. Julia Clark, pulled bell cord and jumped off car before car stopped, and shaken up badly.

Aug. 11. Above Engine House No. 6, Hartford. Unknown person, face injured by stepping off moving car.

Aug. 11. Bridgeport. Man stepped from a moving car. Slightly injured.

Aug. 11. Southington. Man pulled off car by falling wire. Fatal.

Aug. 11. Plainville, near Southington town line. Trolley wire broke, frightened passenger, George Heller, who was standing on running board, jumped and struck a pole. He died.

Aug. 11. New Britain. Woman stepped from a moving car. Slight shock from fall.

Aug. 12. East Street, Hartford. E. J. Schwartz, badly hurt by stepping off moving car.

Aug. 12. Main St., Hartford. Automobile of G. B. Pickop collided with car. Weishick and Merriman sent to St. Francis Hospital.

Aug. 12. Bridgeport. Man stepped in front of moving car. Side injured.

Aug. 12. Bridgeport. Man stepped on front of a car and was struck. Head cut and legs bruised.

Aug. 12. Seymour. Jos. Trehalik, stepped in front of car. Face and head cut.

Aug. 12. Meriden. Near Hubbard Park. A man in trying to board a moving car missed the grab handle and pulled an old man asleep from the rear end of the car into a ditch. Shaken up.

Aug. 12. Waterbury. Unknown boy stepped from a moving car, fell and received a cut on the nose, on the corner of So. Main and Lounsbury St.

Aug. 13. Bridgeport. Collision of cars. One passenger injured.

Aug. 14. Kimberly Ave. Bridge, New Haven. Mr. L. C. Smith, No. 585 Quinipiac Ave., had hand over guard rail and struck by passing car.

Aug. 14. State St., New Haven. Mrs. Sorensen, No. 28 View St., had arm struck by passing car. Arm bruised.

Aug. 14. Ferry St., New Haven. Collision between car and team. Tony Smith slightly injured.

Aug. 14. Charter Oak and Woodbridge St., Hartford. Louis Fischer's arm slightly injured. Collision with wagon. Chadwick hurt about knees. M. Shields bruised knees.

Aug. 14. Bridgeport. Track man struck by moving car. Foot cut off.

Aug. 14. Grand Ave. and James St., New Haven. Mrs. E. P. Goodsell, jumped off car when controller flamed up. She's dead.

Aug. 14. Main and Kirkham Sts., East Haven. Collision of cars. Miss Noonan of Dorchester, Mass., J. J. McLaughlin, No. 206 Wooster St., injured.

Aug. 14. Church and Chapel Sts., New Haven. Mrs. Danban, stepped off moving car; head cut.

Aug. 15. New Haven. Anna McFeeley, stepped from moving car; arm scratched.

Aug. 15. Waterbury Lines. Zaccaria Arcangelo. Man ran in front of moving car and left leg cut off at ankle. South end Smith and Griggs switch.

Aug. 15. Waterbury, corner West Main and French St. Jackson Regual, No. 40 French St., boy standing too near track struck by running board; injuries unknown.

Aug. 16. Ferry and Grace Sts., New Haven. William Homer, No. 137 Atwater St., fell off moving car and slightly injured.

Aug. 16. New Britain. Mrs. J. D. Egan, jumped from moving car at McNulty's Flats; left arm bruised and other injuries.

Aug. 16. Number 9 Switch, Louis St., Derby. Andrew Jackson, car struck wagon turning it over. Driver slightly hurt.

Aug. 16. Central Avenue, Norwich. Cars swiftly passing standing team which was too close to track, M. Swan and E. D. Kenney struck by wagon and knocked from running board. Bruised.

Aug. 17. Brockett's Point, New Haven. Mable Hannon, No. 484 Putnam Ave., Brooklyn, N. Y., struck by fender plug and nose cut.

Aug. 17. Bridgeport. Man jumped from moving car. Cut and bruised.

Aug. 18. Dixwell Ave. and Admiral St., New Haven. Collision between cars, J. Corcoran and W. J. O'Neil slightly injured.

Aug. 18. Capitol Ave., Hartford. Miss Alice Amanda, badly hurt by stepping from moving car.

Aug. 18. Asylum St., front of Allyn House, Hartford. Charlie Brignaum, team struck by car; injuries unknown.

Aug. 18. Front of Brown Thomson Bldg., Hartford. Unknown woman stepped in front of moving car and fell. Injuries unknown.

Aug. 18. Shelton. Howard Ave. and Bridge St. Philip Pierce, tried to board a moving car and fell. Thumb injured.

Aug. 18. Chapel Hill, New London. C. H. Church, drove team in front of a sprinkler and was slightly injured.

Aug. 19. Columbus Ave. and Meadow St., New Haven. Thomas Gallo-way, Derby, Conn., intoxicated, fell off moving car. He died.

Aug. 19. Mt. Carmel, New Haven. James Morris, No. 58 Sylvan Ave., Waterbury, jumped off moving car; slightly injured.

Aug. 19. Park and Main Sts., Hartford. Eugene Daly, injured by running into car and being thrown to pavement.

Aug. 19. Bridgeport. Collision of cars. Four passengers injured.

Aug. 19. Waterbury. Collision of cars, and one passenger injured.

Aug. 19, Waterbury. Mrs. A. A. Louis, Waterbury, Conn., rear end collision between two cars, received injuries to her back. Collision occurred at Ex. Place.

Aug. 19. Watertown. William Lyttle, received an electric shock while repairing air brake at power house. Injuries slight.

Aug. 19. Webster, Mass. Amelia Volga, stepped from car backwards, and received slight bruises.

Aug. 20. Pearl and Main Sts., Hartford. Mrs. Allen, slightly hurt, stepping off moving car.

Aug. 20. East Derby transfer point. Mrs. Jander, stepped from moving car and injured her arm.

Aug. 20. Meriden. Miss Martha Russell, stepped off car into ditch, cor. Center and Pomeroy, and her ankle sprained.

Aug. 21. Bridgeport. Collision of cars; three passengers injured.

Aug. 21. Shelton Bridge. P. H. Condon, express car local throwing him through window. Slight injuries.

Aug. 21. New Britain. Man driving out of intersecting street struck by car, wagon overturned, and man's wrist cut.

Aug. 21. Campbell Ave., New Haven. Mr. P. Wood, hit by passing car, while boarding car on wrong side. Broken finger.

Aug. 22. Waterbury. John Lobinsky, No. 883 Bank St., caught between two cars; injuries slight. Accident at the car house.

Aug. 23. Double Beach Station, New Haven. Mrs. E. E. Baldwin, Branford, fell off car. Slightly injured.

Aug. 23. Whitney Ave. and Lawrence St., New Haven. Miss Jennie Kane, No. 424 Elm St., slipped off moving car. Body bruised.

Aug. 23. Church and George Sts., New Haven. Mrs. Bergain, No. 40 Day St., stepped off car and body bruised.

Aug. 23. Church and Wall Sts., New Haven. John Barry, No. 905 Grand Ave., jumped off car backwards. Slight injuries.

Aug. 24. High St., Hartford. John Crofton, received cuts on face by being caught between two cars.

Aug. 24. Barbour St., Hartford. H. Wood, hack driver, hurt shoulder, car struck wheel of hack, upsetting driver.

Aug. 24. Waterbury. Charles Pfurr, Farm St., lineman dropped wrench on Pfurr's head. Injuries slight. Corner East Main and Wilcox.

Aug. 25. Dixwell Ave. and Wooding St., New Haven. An Italian, P. Varino, jumped off moving car, and died from injuries.

Aug. 25. Park St., Hartford. Unknown lady hurt, stepped from moving car and fell.

Aug. 25. Corner Park St., Hartford. D. Boyle, slightly hurt by falling off running board.

Aug. 25. Bridgeport. Conductor struck by passing car; head cut.

Aug. 25. Waterbury. Collision of cars. One passenger injured.

Aug. 25. New Britain. Man stepped off moving car. Contusion over right eye.

Aug. 26. Church and Chapel Sts., New Haven. Tony Parrons, No. 322 Blake St., ran in front of car and knocked down. Slight injuries.

Aug. 26. State and Humphrey Sts., New Haven. Rose Finnigan, No. 314 Humphrey St., stepped off moving car and cut her head.

Aug. 26. Meadow and Prout Sts., New Haven. Conductor Rheame, fell off moving car. Died.

Aug. 26. Yale Field, New Haven. Emily Terr, ran in front of car and knocked down. Slight injuries.

Aug. 26. Boulevard, New Haven. Collision between car and team, J. Monigan, driver, cut on head.

Aug. 26. Park St., Hartford. Kershaw and Buggan, injured; W. Kershaw's team struck by car.

Aug. 26. Babcock St., Hartford. Mrs. Keough, hurt shoulder by falling off car.

Aug. 26. Bridgeport. Man stepped from moving car. Skull fractured.

Aug. 27. Kimberly Ave. Bridge, New Haven. H. Rentu, No. 212 Lamber-ton St., struck by passing car, and arm hurt.

Aug. 27. York and George Sts., New Haven. Mr. S. J. Fee, No. 89 York St., jumped off moving car, and received slight injuries.

Aug. 27. Huyshope Ave., Hartford. Robert Burns, received cuts on back of head by being struck by car while walking on track.

Aug. 27. Albany Ave., Hartford. Two unknown men slightly injured, wagon damaged by horse jumping into car.

Aug. 27. Windsor Ave., Hartford. Celia Stein, injured side, hip and head, while stepping from moving car.

Aug. 27. West Hartford. Team with three men struck by car, men thrown out. Owner, Frank Mitchell, hurt.

Aug. 28. York and Elm Sts., New Haven. Collision of cars, John Con-nors slightly injured.

Aug. 28. Campbell Ave. and First St., New Haven. Charles Shapman, *U. S. S. Cleveland*, jumped off car backwards, and face cut.

Aug. 28. New Britain. Collision of car and team. Horse and driver injured.

Aug. 28. Fairfield Ave., Stamford. Miss Candido, ankle broken. Fell from car.

Aug. 28. Waterbury. D. Rosenburg, Highland Avenue, Harry Adkins, Hickory and Washington Sts., injured by being thrown opposite No. 984 Bald-win St. Collision between car and team.

Aug. 28. Waterbury. Italian laborer, No. 150, struck in the eye with a small piece of steel, and eye cut slightly, near Calvary Cemetery.

Aug. 29. Morgan St., Hartford. Unknown Italian boy cut about the head while stepping off a moving car.

Aug. 29. Winchester and Vine Sts., Hartford. Conductor Frank O'Don-nel received bruises about the wrist, knee and eye, did not put running board down, and upon stepping down, fell.

Aug. 30. Gilbert's Crossing, New Haven. Edward Danish, Sherman Avenue, fell off running board and head cut.

Aug. 30. Corner Prospect and Farmington Aves., Hartford. John Segur, asleep in team. Horse hit a tree, throwing driver out, and he was carried away by crew on car.

Aug. 30. Sisson Ave. and Park St., Hartford. Mrs. Callwell, slightly shaken up by being thrown from car, which started suddenly.

Aug. 30. Near Ford's Café, Housatonic Ave., Derby. Mrs. James Ahern, car grazed her leg while passing.

Aug. 31. Congress and Howard Aves., New Haven. Mrs. Moore, No. 48 Trumbull St., stepped off backwards, receiving slight injuries.

Aug. 31. Campbell Ave., West Haven. Mrs. Foley, No. 114 George St., stepped off car, account of trolley falling down, and sprained her ankle.

Aug. 31. City Hall, Hartford. Unknown woman hurt knee, by catching dress while alighting from car.

Aug. 31. Bridgeport. Collision of cars, two passengers injured.

Sept. 1. Church and Chapel Sts., New Haven. Mrs. Parker, No. 362 Grand Ave., stepped from moving car and fell. Head cut.

Sept. 1. State and Main Sts., Hartford. Unknown, intoxicated, cut about ear while attempting to board car and thrown to ground.

Sept. 1. New Park Ave., Hartford. Antonio Sealise, broke small toe on left foot, by letting rail fall on foot.

Sept. 1. East Webster, Mass. Car following regular struck rear-end, causing slight injuries to Mrs. E. J. Shannon, J. F. Granger, Wallace Freeman, and Peter McKenna.

Sept. 2. Meadow St., New Haven. Gilbert Mulford, No. 317 Howard Ave., tried to board moving car and fell. Head cut.

Sept. 2. Haven St., New Haven. G. Algle, No. 94 Haven St., stepped off moving car and fell, badly injured. Campbell Ave.

Sept. 2. Campbell Ave., New Haven. Brent Wood, on bicycle, collided with car and badly injured.

Sept. 2. Grand Ave. and Haven St., New Haven. Italian stepped from moving car and fell; head cut.

Sept. 2. South Manchester. Dr. F. Weldon, received bump on head by getting out on running board. Head hurt by pole.

Sept. 2. Lafayette and Park Sts., Hartford. I. South, injured his hip by losing his balance while standing on running board and falling.

Sept. 3. Church and Chapel Sts., New Haven. Mrs. Galligan, Milford, stepped off moving car and fell. Side injured.

Sept. 3. Savin Rock, New Haven. John Kearts, Norwalk, Conn., struck by moving car and bruised about the head.

Sept. 3. Chapel and Church Sts., New Haven. Collision between car and auto, driver hurt.

Sept. 3. New Park Ave., Hartford. Mr. Salway, hurt his hip by being struck by steam roller, while riding on running board.

Sept. 3. Corner Pearl and Haynes Sts., Hartford. Mr. Atkins received cuts about the head by stepping from moving car.

Sept. 3. Burnside. Station 19½. Lepalme, little boy, slightly injured by fender, by running in front of car.

Sept. 3. New Britain. Man fell when alighting from car. Shaken up and bruised.

Sept. 3. Meriden. A. H. Goerchin, W. Dunlap, and P. P. Clyme, scratched by broken glass in collision at Hanover Street.

Sept. 3. Meriden. W. W. Brainard, in collision of two cars on Hanover Street, had his knee hurt. J. J. Fenn, foot badly sprained.

Sept. 3. Meriden. Mrs. Charles Johnston, stepped off moving car, side sprained.

Sept. 3. New Britain. Man fell off moving car and bruised.

Sept. 4. Morris Cove, New Haven. E. C. Woodruff, Hartford, Conn., stepped off moving car and fell and cut his head.

Sept. 4. Campbell Ave., New Haven. J. Sheinagh, stepped off moving car and fell. Slight injuries.

Sept. 4. Elm St., West Haven. Mary Neal, No. 28 Union Ave., stepped off moving car and fell, receiving slight injuries.

Sept. 4. Bank St., New London. Bennie Guoolop, ran in front of car and was struck by same. Shaken up and scalp wound.

Sept. 5. Barbour St., Hartford. Mrs. Sarah Whiteman, received cuts about head and arms, while stepping off moving car.

Sept. 5. State and James Sts., New Haven. John Bruse, No. 80 Arch St., tried to board moving car and fell. Head cut.

Sept. 5. Congress Ave., New Haven. G. Triabor, Auburn St., stepped off moving car and fell, head cut and face bruised.

Sept. 7. Short Beach, New Haven. W. Altberger, of Short Beach, stepped off moving car and fell. Head cut.

Sept. 7. State and Chapel Sts., New Haven. F. Wilson, Waterbury, Conn., stepped off moving car and fell.

Sept. 7. Taftville Boarding House, Norwich. Thomas Oddie, stepped directly in front of a moving car. Injured, and died later.

Sept. 8. Church and Chapel Sts., New Haven. P. D. Seymour, No. 34 Hill House Ave., stepped off moving car and fell. Badly shaken up.

Sept. 8. Dixwell Ave., New Haven. Mr. Walker, stepped off moving car and fell. Slightly injured.

Sept. 8. New Park Ave., Hartford. Antonio Fasino, laborer, had foot crushed by catching it between rail and track while carrying rail.

Sept. 8. Brook and Garden Sts., Hartford. W. M. Fitzgerald, wagon damaged and man hurt, by being struck by car.

Sept. 8. Rainbow. Mr. Cleveland, badly shaken up by stepping from car while in motion.

Sept. 8. Pearl and Main Sts., Hartford. Mrs. Bell, slightly injured by stepping off moving car and falling.

Sept. 8. Waterbury. Mrs. Jos. Buckley, No. 56 Dikeman St., stepped off moving car and fell, receiving slight cut on head.

Sept. 9. South Windsor, Hartford. William Naedle hurt leg by being struck by car.

Sept. 9. Meadow St., Hartford. Unknown girl, injuries unknown. Hat blew off and she jumped off car and fell.

Sept. 10. Switch, Hartford. L. A. Robertson, head injured by being struck while standing on running board of car.

Sept. 10. Waterbury. James Cleland, No. 50 Burton St., was driving the company's wagon and fell off the wagon, and cut his head.

Sept. 11. Dixwell Ave. and Eaton, New Haven. R. L. Grayson, stepped off moving car and fell. Slight injuries.

Sept. 11. Capitol Ave., Hartford, near Lawrence St. Daniel Johnson's head slightly injured by stepping off moving car.

Sept. 11. New Britain. Woman deliberately stepped off moving car, receiving internal injuries.

Sept. 12. Bridgeport. Collision of car and auto. Driver injured.

Sept. 12. Waterbury. Thomas Sheapherd, No. 49 Union St., car struck by lightning; glass flew and cut his head. Mt. Carmel.

Sept. 13. Ravin Park, So. Windham. Work car came into passenger car. Mrs. Rosalie Sarazing slightly injured by broken glass.

Sept. 13. Milldale. An employee, Frank St. Pelli of Chatfield, while

assisting to take measurements for a new car barn with a steel tape that was thrown over feed poles and wires, caught hold of the tape and received a shock that killed him.

Sept. 14. Derby. Intoxicated man broke window in car; hand cut.

Sept. 14. Main and Elizabeth Sts., Derby. James McLaughlin, put his hand through window, and cut his hand.
injuries to knee.

Sept. 14. Stamford, Main and Hawthorn Sts. Mary Bobilick; head cut.

Sept. 14. Webster, Mass. M. O'Brien, drove team in front of car, slight

Sept. 15. Congress Ave., New Haven. L. C. Smith, No. 41 Redfield St., stepped off moving car and cut face and head.

Sept. 15. New Britain Ave., Hartford, and Newington Ave. Ed. Ferry had ankle injured by falling to ground while doing line work on top of car. Line broke.

Sept. 15. Manchester. Miss Nellie McCan, received bruises by falling from moving car.

Sept. 15. Farmington Ave., Hartford. Mr. McLisky, head injured by stepping from moving car. Taken to hospital.

Sept. 16. Church and Chapel Sts., New Haven. Miss Fenners, No. 687 Grand Ave., stepped off moving car and fell.

Sept. 16. Congress Ave. and Arch St., New Haven. F. B. Miller tried to board moving car and fell.

Sept. 16. Station No. 28, Burnside. Unknown person, unconscious, was found. Passengers claim that he fell off car.

Sept. 16. Bridgeport. Man stepped from moving car and fell. Nose cut.

Sept. 16. Waterbury. Man stepped from moving car, shaken up and bruised.

Sept. 16. New London, Neptune Ave. Miss Amelia Delvin, stepped in front of car and arm wrenched.

Sept. 16. Waterbury. Nicola Rosa, No. 2 Grant St., stepped off moving car. Corner Farm and North Main Sts.

Sept. 16. Howard Ave. and Congress Ave., New Haven. Collision between car and team. Driver injured.

Sept. 17. Corner Franklin Ave. and Warner St., Hartford. Collision between team and car. Driver, Mr. B. A. Aldrick, arm hurt.

Sept. 17. Main, near Capitol Ave., Hartford. Collision between team of O'Connor Coal Co., injuring the driver, Joseph Kurkes.

Sept. 17. Norwalk. Collision of team and car. Driver injured fatally.

Sept. 17. Howard Ave., Shelton. Italian laborer stepped from moving car and his head cut.

Sept. 18. Between Governor and Woodbridge St., Hartford. Miss Pathe, died within 24 hours after stepping off moving car.

Sept. 18. Waterbury. Edward Keenan, No. 104 R. R. Hill, fell from a moving car, striking on a pile of stones, bruised about the head.

Sept. 18. Brewster St., New London. Miss Marcella Somers, stepped from moving car and sprained ankle.

Sept. 18. Elm St., New Haven. H. Johnson, No. 409 Beach St., stepped off moving car and fell.

Sept. 19. Rockville, Conn. John Shay, intoxicated, received bruises on face while stepping off car and falling.

Sept. 19. Pearl and Ford Sts., Hartford. Mrs. Maycock's arm hurt by stepping off moving car.

Sept. 19. Wethersfield Ave. and Roosevelt St., Hartford. Edward Murphy, intoxicated, had nose skinned. Was put off car, and grabbed the rear-end of car and was thrown again.

Sept. 19. Tunnel, Windsor Ave., Hartford. Unknown woman had nose hurt by stepping from moving car.

Sept. 19. South Windsor. Miss Mary Doggan, scratched nose by stepping from moving car.

Sept. 19. Southington. Lazy Lane Switch. Cars collide through an open switch. Car fender broken and child's face scratched.

Sept. 20. Grand Ave. and Wall St., New Haven. P. Manico, No. 821 Dixwell, endeavored to board moving car and fell, receiving slight injuries.

Sept. 20. Grand Ave. and James St., New Haven. Mrs. Driller, No. 260 James St., stepped off moving car and fell. Badly injured.

Sept. 20. State St., New Haven. Mrs. Henessey, No. 212 Franklin St., stepped off moving car and fell. Slightly injured.

Sept. 20. Putnam and Capitol Ave., Hartford. Mr. Crumley, injuries unknown. Fell from moving car.

Sept. 20. Putnam, Conn. S. Watson, intoxicated, fell in front of moving car and was killed.

Sept. 21. York and Chapel Sts., New Haven. Jerome Dale, No. 26 Ashland St., stepped off moving car and fell. Slight injuries.

Sept. 21. Meriden. Mrs. Emma Halley, while boarding car, swung from one seat to another, and cut her finger with the ring that she wore.

Sept. 22. Bridgeport. Man tried to board moving car; knee bruised.

Sept. 22. Southington Center. An unknown Italian would not wait for car to stop, jumped backwards and fell.

Sept. 23. Farren Ave., New Haven. Hilda Skoe, No. 72 Farren Ave., struck by moving car and head injured.

Sept. 23. Clarkson St., Ansonia. Mrs. W. J. Moran stepped from moving car and side hurt.

Sept. 24. Shippam St., Norwich. Mrs. Hattie Holind was caught by feed wire which was being strung, and was carried up into the air. Face and body bruised.

Sept. 25. Shore Line Bridge, New Haven. Peter Peldin, Meriden, Conn., struck by moving car, and hip injured.

Sept. 25. Centerville, New Haven. William Jefferies, struck by moving car; head injured.

Sept. 25. Blinn St., Hartford. Station No. 63. Collision between car and team. Driver slightly injured.

Sept. 26. Meriden. Anna Rogoz, ran in front of car on Pratt St., near Cedar. Run down and died from the effects.

Sept. 27. State and Elm St., New Haven. Mrs. L. Johnson, No. 411 Howard Ave., stepped off moving car and slightly injured.

Sept. 27. Meriden. Unknown lady left car before it stopped, between Norwood and Elm Sts., thrown to ground. Bruised and cut.

Sept. 27. Norwalk. Explosion at gas house. House and furniture damaged. Employee injured.

Sept. 28. Church and Chapel Sts., New Haven. Mrs. R. Hammond, No. 308 Rosette, stepped off moving car and fell. Slight injuries.

Sept. 28. Putnam, Conn. J. Marion, drove across tracks in front of car, thrown from wagon and slightly injured.

Sept. 29. Prospect Ave., Hartford. Guy Morris, had finger bruised by catching them in door while shutting it.

Sept. 29. Derby. Milton Hicks, stepped from moving car. Under influence of liquor. Cor. East Main and Stratford Ave.; struck head.

Oct. 1. Chapel and Temple Sts., New Haven. Mr. Fitzsimmons, Temple St., struck by moving car. Side and leg injured.

Oct. 1. R. R. Station, New Haven. Mr. Ganz, No. 20 West 15th St., New York, stepped off moving car and fell. Ankle bruised.

Oct. 1. East Main St., Norwich. Pedestrian, threw missile into car, striking lady and cutting her eye.

Oct. 1. Pequot Ave., New London. Conductor Keeney, struck by pole and knocked from running board. Bruised and rendered unconscious.

Oct. 2. High St., Hartford. Mr. Henry Coffman, injured knee while trying to board moving car.

Oct. 2. Barbour St., Hartford. Freddie Coon, slightly injured by being struck by car. Ran in front of car.

Oct. 2. Asylum Ave., Hartford. Mrs. Johnson, Woodland St., slightly injured by standing up to get off before car stopped and fell.

Oct. 3. Grand Ave. and Franklin St., Hartford. Mrs. Annie Flynn, Franklin St., stepped off car and fell. Slight injuries.

Oct. 4. Plantsville Center. Fred Neil stepped off car into ditch, and fell.

Oct. 4. Waterbury. Earl Fox, No. 124 Locust St., slipped and put his head through a window. Cut slightly.

Oct. 4. Waterbury. H. Goodwin, Fairview Ave., brushed off running board by passing car. Shaken up and bruised. Bristol's switch.

Oct. 5. Capitol Ave., Hartford. Mr. Snow, Mrs. Howal, Miss Tierney, and J. C. Pillsbury, occupants of auto, all shaken up in collision between auto and car.

Oct. 6. Norwalk. Intoxicated man fell from a moving car. Contusion of brain.

Oct. 6. Ansonia, Clifton Ave. Nathan Schneider, thrown out of wagon by car. Injuries slight.

Oct. 8. Wyllis St., Hartford. Dominick Moadnon, struck by car while fixing the street.

Oct. 8. Tunnel, Hartford. William Hilleraiff, slightly injured by falling off car.

Oct. 8. Wethersfield Ave. Car Barns, Hartford. G. Pike, intoxicated, slightly injured by falling from moving car.

Oct. 8. Peck's Corner, Norwich. Car coasted down grade into another car at foot of grade. Miss M. Casey, thrown to floor of car and received bad cut on forehead.

Oct. 9. Church and George Sts., New Haven. Mrs. Fletcher, No. 270 Howard Ave., stepped off moving car and fell. Slight injuries.

Oct. 9. New Park Ave., Hartford. Michael Kane hurt. Car struck wagon.

Oct. 9. Stamford. Sound Beach Line. Frank Comstock. Ankle sprained.

Oct. 10. Ansonia. H. E. Gladden, stepped from moving car near Stratford post office. Face and hands cut.

Oct. 10. Ansonia. William Sculley, thrown out of wagon by car. Injuries slight.

Oct. 10. Vernon St. Car Barns, Hartford. James E. Davis, foot injured by being hit by car pole.

Oct. 11. Whalley Ave. and Orchard St., New Haven. A. Delgrege, No. 19 Rose St., stepped off moving car and fell, cutting his face.

Oct. 12. Chapel and Franklin St., New Haven. Collision between car and team. Alton Delaney, J. D. Knowlton, and J. Mathews, badly injured.

Oct. 12. Farmington Ave., Hartford. Michael Welsh, driver of Tucker & Goodwin's team, hurt his foot. Collision of car and team.

Oct. 12. Waterbury. Man fell from moving car, injuries proved fatal.

Oct. 13. Church and Chapel Sts., New Haven. M. Thorpe, tried to board moving car and fell. Slight injuries.

Oct. 13. Dixwell Ave. and Easton St., New Haven. G. W. Burton, attempted to board moving car and fell. Slightly injured.

Oct. 13. Waterbury. Lineman going up pole fell and broke both legs, and sprained his ankle.

Oct. 13. New Britain. Newsboy, playing in street, picked up by fender and received slight bruises.

Oct. 14. Elm St., New Britain. Mr. Cokley, No. 128 Pollock St., stepped from moving car and fell. Slightly injured.

Oct. 14. Westport. Man trying to board a moving car, fell and shaken up and bruised.

Oct. 15. Grand Ave. and Bradley St., New Haven. Tony Romeno, struck by moving car and bruised about the body.

Oct. 15. Derby. Collision of car and team. Driver's head cut.

Oct. 15. Derby. Patrick Connors, car struck wagon, throwing him. Cut head.

Oct. 16. Meriden. C. E. Burr, fell from car, corner of East Main and Broad Sts., dislocated shoulder.

Oct. 16. Hartford. Henry Connell, at work on car, in an effort to save himself from falling, he was working, completing the circuit, thereby burning his body.

Oct. 17. State and Osborne, New Haven. Collision between car and team. John Hayse, No. 87 Hamilton, badly injured.

Oct. 17. Congress Ave. and Davenport, New Haven. P. Stanford, No. 72 Rosette, struck by moving car and badly bruised about the head.

Oct. 17. Wethersfield Ave., Hartford. W. S. Gibbs, had shoulder broken by being thrown out of wagon, after being struck by car.

Oct. 17. Waterbury. Patrick Holligan, Thomas St. Motorman saw a man on the track, stopped and found that he had injured his hip. City Corner.

Oct. 17. Waterbury. Matt Shea, No. 33 Hickory St. Boy in boarding car fell and injured his head.

Oct. 18. Meadow and Portsea Sts., New Haven. Mrs. Love, Walnut Court, Bridgeport, stepped off moving car, and hurt her foot.

Oct. 18. Meriden. Mrs. McCabe, rear-end collision, N. H. car bumped Wallingford, and lady frightened.

Oct. 18. Derby. Passenger struck by falling trolley pole. Head badly cut.

Oct. 18. Near car barn, Derby. Mr. Timothy Leahy, pole fell and struck him on the head. Head cut.

Oct. 19. Congress Ave., New Haven. Frank Henderson, No. 100 Lee St., fell from moving car. Face and hands cut.

Oct. 19. Sisson and Farmington Aves., Hartford. Miss Hilda Sellers, knee cut, when door flew off in collision between two cars.

Oct. 20. Allingtown. H. Anderson of Stony Creek, struck by moving car, bruised about body.

Oct. 20. Charter Oak, Hartford. Mr. Thomas Coughlin, bruised about knee by being struck by car, while running in front of it.

Oct. 20. Windsor Ave., Hartford. Charles Davis, received cuts about eye while trying to board a moving car.

Oct. 20. Cor. Main and Mulberry Sts., Hartford. Unknown received few bruises by being struck by car. Attempting to cross in front of car.

Oct. 20. Derby. Fourth and Elizabeth Sts. Thomas Keating, car unexpectedly took siding, striking him. Head cut.

Oct. 21. Mill River and Grand Ave., New Haven. Lawrence Mohan, North Haven, fell from moving car. Slight injuries.

Oct. 21. New Britain. Boy ran in front of car slowing up. Fell on fender. Slight contusion on ear.

Oct. 22. Church and Chapel Sts., New Haven. Mrs. Chamberlain, No. 548 Dixwell Ave., thrown by sudden starting of car. Bruised about body.

Oct. 23. Lighthouse Road, New Haven. Miss Blake, struck by moving car, and died from injuries.

Oct. 23. Waterbury. Wagon wheel caught in trolley track. Driver shaken up and bruised.

Oct. 27. Grand and Blatchley Ave., New Haven. Collision between cars. A. B. Thorpe, N. H., Mrs. Granniss, injured.

Oct. 27. Campbell Ave and Center St., New Haven. Collision between car and team. Driver, Mr. Bradley, badly injured.

Oct. 28. Meriden. Jo, No. 7, fell from step on back of car near Quinnipiac Lake, left in charge of friends.

Oct. 29. Church and Chapel St., New Haven. Mrs. Cummings, No. 123 Carlisle St., stepped off moving car. Slight injuries.

Oct. 30. Whalley and Sherman Ave., New Haven. Mr. Parmelee, stepped off moving car. Badly bruised.

Oct. 30. Bridgeport. Power house employee fell against machinery. Scalp wound.

Oct. 30. Waterbury. C. D. Schoomaker, Waterville. Man jumped off moving car and sprained ankle. Plaza Ave. and Willow St.

Oct. 31. Arch St., New Haven. Mrs. Calogans, Highwood, stepped off moving car and fell. Slight injuries.

Oct. 31. Capitol Switch, Hartford. R. M. Dwyer, leg injured in rear-end collision.

Nov. 2. Grand Ave and Fillimore St., New Haven. W. Dieghan, No. 267 James St., struck by car. He is dead.

Nov. 2. Waterbury. Track greaser, No. 478, stepped off one car in front of another. Head cut and ankle injured. Faber Ave., Waterville.

Nov. 3. Derby. Man was thrown by passing car and hand crushed.

Nov. 4. Cor. Main and Asylum, Hartford. Unknown lady had leg struck by arm of sprinkler.

Nov. 4. Broad St., Norwich. Mrs. Dreiss, stepped in front of car. Hip broken and shoulder dislocated.

Nov. 5. Zion St., Hartford. Thomas Kolosky, Herman Ruther, Michael Doran and Michael Foley, slightly injured in rear-end collision.

Nov. 6. Station No. 36, Glastonbury. Mr. John Higgins, intoxicated, hurt head by falling while getting off car.

Nov. 7. Chapel and High, New Haven. Mrs. Booth, No. 308 Crown St., fell off moving car. Slight injuries.

Nov. 8. Toelles Crossing, Wallingford. Frank McGuerine, run over by car and killed.

Nov. 8. Ansonia, No. 1 Switch. Louis Finkle, was trying to switch bar in front of car, fell and scratched.

Nov. 10. Edgewood Ave. near Norton St., New Haven. H. B. Kennedy, No. 411 Edgewood Ave., fell off moving car and cut his head.

Nov. 10. Chapel and Kensington Sts., New Haven. Collision between car and team. J. Christopher slightly injured.

Nov. 10. Chapel and High St., New Haven. T. Norosoff, No. 42 Chapel St., fell in front of car. Slightly injured.

Nov. 10. Waterbury. Man jumped from a moving car. Bruised.

Nov. 10. Waterbury. Collision of car and team. Driver injured.

Nov. 10. Greenwich. Employee received an electric shock. Fatal.

Nov. 10. State and Court Sts., New Haven. Car started up while Mrs. Kirkland of No. 124 High St. was trying to board same. Slight injuries.

Nov. 11. State and Clark Sts., New Haven. J. Segar, No. 139 Franklin, stepped off moving car. Head cut.

Nov. 12. Chapel and Winthrop Sts., New Haven. E. Goldstein, No. 204 Winthrop, jumped off moving car. Slightly injured.

Nov. 14. High and Asylum Sts., Hartford. Unknown man slightly hurt in rear-end collision.

Nov. 14. Station 4, Glastonbury. Lena Bently, hurt knee by falling from car.

Nov. 14. Stamford. State St. H. Danber, face cut.

Nov. 15. Stamford. Main St. G. S. Prince, head and hands cut.

Nov. 15. Waterbury. A. J. Peck, Bellevue St. Man tried to board moving car, fell and bruised elbow and forearm.

Nov. 15. Grand Ave. and Wallace St., New Haven. Dominico Luigi, No. 184 Wallace St., struck by car and slightly injured.

Nov. 15. State St., New Haven. A child, Miss L. F. Ulsinger, No. 916 State St., knocked down by car and bruised about body.

Nov. 15. Main and Pearl Sts., Hartford. Unknown person hit step by slipping while getting on car.

Nov. 15. Linden Place, Hartford. Mrs. Bailey, hurt arm and side by falling while leaving car.

Nov. 15. Albany Ave and East St., Hartford. Mrs. Ludlow, hurt back by falling while leaving car.

Nov. 15. No. 5 Switch, Derby Avenue. William Hayes, stepped from car to operate lamp, slipped and fell. Knocked skin off fingers.

Nov. 15. Meriden, West Main St., at Parker's Clock Shop. A truck wagon drove between buildings across track. and driver injured.

Nov. 15. Elizabeth St., front of Bassett, Derby. Unknown man passenger, fell from passenger seat to platform and then to ground.

Nov. 16. Waterbury. Mike Johnson, collision between dump cart and car. Cut his eye and injured his head. Near R. R. crossing, Main St.

Nov. 17. Dixwell Ave. and Webster St., New Haven. G. Freeman, Webster St., struck by car, bruised about head and body.

Nov. 17. Cor. Elliott and Franklin Ave., Hartford. Mrs. Smith, injured by being struck by car.

Nov. 17. Waterbury. Cor. No. Main and Cherry Sts. John Burniss, jumped from moving car, injured ankle.

Nov. 17. Cor. No. Main and East Main, Norwich. Intoxicated man fell from car and slightly bruised.

Nov. 18. Chapel St., New Haven. Bert Davis, No. 133 Rosette St., grabbed car, let go and fell. Slightly injured.

Nov. 18. Derby. Platt St. Unknown boy caught in fender.

Nov. 19. Broadway, New Haven. Michael Leona, No. 37 Webster St., bumped arm against car and received slight injuries.

Nov. 19. Vernon St. yard, Hartford. John Farrelly, had knee hurt by being thrown from wagon by frightened horse.

Nov. 19. Gold and Mulberry, Hartford. Mr. Goching, cut head and eye by stepping from moving car.

Nov. 19. Bank St., New London. Car struck team of Salvatore Santacroce. Santacroce had cracked rib and sprained shoulder.

No. 20. Bridgeport. Man injured by premature starting of car. Bruised.

Nov. 20. Waterbury. Man jumped from moving car. Unconscious.

Nov. 20. Waterbury. Cor. Baldwin and Liberty Sts. Derailment; man's face cut by glass.

Nov. 23. Sisson Ave., Hartford. Charles Howard, injured in collision with material stored on the road side unlighted.

Nov. 23. State and Market St., Hartford. Thomas Garvin, auto and car collided, shaking up occupants of auto.

Nov. 23. In front of Ford saloon, Derby. V. Preffl, drove in front of car, and threw driver out of wagon. Hand cut.

Nov. 23. Center St. Crossing, Derby. James Smith, car striking wagon and slightly injuring driver.

Nov. 23. Ansonia, 3d Switch. Frank Coger, employee; brake handle hit his nose and broke same, from the releasing of handle.

Nov. 24. Northrop, cor. Norwich. Daniel Marra, fell from moving car, rendered unconscious, otherwise uninjured.

Nov. 24. Westerman House, Seymour Line. Foreigner, wished to ride on platform. Conductor put him inside, and the passenger thrust his hand through the window, cutting it.

Nov. 24. Wyllis St., Hartford. Mrs. Ward, hurt by falling while getting off car.

Nov. 24. R. R. Crossing, Bridge St., Ansonia. Unknown passenger had skin knocked off hand by train striking rear end of car.

Nov. 26. Near Quaker Lane, Hartford. Louis Thompson, broke arm by jumping car.

Nov. 28. Waterbury. Jose Mascott, No. 1080 No. Main St., stepped off moving car, badly bruised about head and shoulder.

Nov. 28. Stamford, Main and West Sts., M. Marchelle, head cut.

Nov. 30. Ansonia, cor. Parson and Wakelee Ave. Samuel Morgan, stepped from moving car and fell. Dragged 10 feet.

Nov. 30. Whalley Ave. and Brownell St. Collision between car and team. Joseph Crego, driver, injured.

Nov. 30. Station No. 3, East Hartford. George Robertson, hurt his ear, by projecting ties.

Dec. 1. State and Elm Sts., New Haven. Lady stepped from moving car and fell.

Dec. 1. Grand Ave. and Ferry St., New Haven. Patrick Connolly jumped off moving car and fell.

Dec. 2. Howard and Sylvan Aves., New Haven. H. T. Avery, No. 308 Oak St., thrown from platform while car was rounding curve.

Dec. 2. Hopkins and Broad Sts., Hartford. Miss Mary Pillion, hurt hand and arm by stepping from moving car.

Dec. 4. Waterbury, near William and East Main Sts. William Quinn, No. 756 E. Main St., stepped off moving car. Slight shaking up and face cut.

Dec. 3. Danielson. R. B. Witter thrown from team. Horse shied at car.

Dec. 4. Bridgeport. Collision of car and fire department wagon; driver seriously injured

Dec. 7. State and Chapel Sts., New Haven. Man jumped off moving car and fell.

Dec. 7. Waterbury. John Ricode, No. 40 Ridge St., stepped off moving car, fell and cut hand. Between Pleasant and Martin Sts.

Dec. 7. Derby. Man stepped from moving car and fell, bruising arm.

Dec. 7. Ansonia, North Main St. Thomas Hazzard, stepped from moving car and fell.

Dec. 7. Meriden. Frank Drosky, stepped off moving car backwards, near North First on West Main St. Slight scalp wound.

Dec. 7. Derby. Man stepped from moving car and fell. Arm bruised.

Dec. 8. Howard Ave. and Putnam St. Katherine Riley, stepped from moving car, fell and cut her hands and face.

Dec. 8. Howard Ave. and Putnam Sts., New Haven. Catherine Riely, stepped from moving car, fell, and cut her face and hands.

Dec. 8. Main St. and Charter Oak Ave., Hartford. Albert Juoist, bruised eye by trying to board moving car.

Dec. 9. Shelton Ave. and Bassett St., New Haven. J. E. Smith, No. 440 Elm St., tried to board moving car and fell.

Dec. 10. Chapel and Gretson St., New Haven. Mr. Clarke, No. 109 East Pearl St., fell from moving car.

Dec. 11. South Manchester. William Happenty, injured quite badly by falling into pit in car barn.

Dec. 11. Bridgeport. Man tried to board a moving car and injured hand.

Dec. 11. Waterbury. Frank Smith of Waterville, stepped off moving car, injured his hip slightly. Cor. North Willow and West Main St.

Dec. 13. Church and Chapel Sts., New Haven. C. C. Gottins, No. 39 Hallock St., tried to board moving car and fell.

Dec. 14. Howard and Sylvan Ave., New Haven. Raymond Marlowe, thrown from rear platform. Car off track.

Dec. 16. Woman riding in covered wagon in New Britain, stopped suddenly, and backed wagon into car. Woman injured.

Dec. 17. New Britain. Woman attempted to board moving car. Injured.

Dec. 17. Main, near Sheldon, Hartford. Arthur Cooke, cut head by driving wagon into car.

Dec. 17. Norwalk. Car started suddenly and threw a man down. His side injured.

Dec. 20. Wethersfield Ave., Hartford. Mr. Jinsbourg, slightly injured by pulling team in front of car.

Dec. 20. High and Ford Sts., Hartford. John McDonough and F. J. Doolin slightly injured by being struck by car.

Dec. 20. Grand Ave. and Haven St., New Haven. G. T. Camp, No. 62 Henry St., thrown against window by sudden starting of car. Face cut.

Dec. 25. Chapel and Temple Sts., New Haven. Collision of cars. Charles O'Connor, No. 18 Bristol St., face cut.

Dec. 25. Grand Ave. and State St., New Haven. Man jumped off moving car and fell. Head cut.

Dec. 25. Waterbury. Man jumped from one car in front of another. Seriously injured.

Dec. 25. City Hall, Hartford. Miss Florence Mahl, hurt back by slipping from car step.

Dec. 26. Grand Ave. and State St., New Haven. M. Bradley, stepped in front of moving car. Scalp wound.

Dec. 26. Whalley Ave., New Haven. Collision between car and team, Driver Tomlinson thrown to ground. Head cut.

Dec. 26. Bridgeport. Collision of car and team. Driver injured.

Dec. 26. Waterbury, Mixville Station. Thomas Forton, Wolcott, Conn. Man stepped in front of moving car. Badly bruised about head.

Dec. 27. Station 4, Hartford. George Gimmons had shoulder dislocated by being struck by car.

Dec. 27. Congress Ave. and Commerce St., New Haven. M. Kimball, No. 120 Commerce St., traveler on highway, struck by car. Scalp wound.

Dec. 28. State and Mill River St., New Haven. Unknown man tried to board moving car and fell.

Dec. 29. Waterbury, Ex. Place. Charles Austin, Tom Plot, passenger frightening conductor, motorman went to the rescue and accidentally cut man's head.

Dec. 29. Dixwell Ave., New Haven. Sadie Kalisho, No. 12 Congress Ave., thrown down by sudden starting of car.

Dec. 30. Ansonia, Clark's Corner. F. L. Muson, employee, caught arm of car. Knee injured.

Dec. 30. Bridgeport. Collision of team and car; woman's hip injured.

Dec. 30. Waterbury, Spark St. Switch. Mary Larvique, No. 383 North Main St., did not hear the car coming. Hit and back injured.

Dec. 31. Howard Ave., New Haven. Dr. Burt, struck by trolley catcher, falling against window.

Dec. 31. Chapel and Orange St., New Haven. Unknown man stepped off moving car and fell.

Dec. 31. Meadow and Union Ave., New Haven. Collision between car and team. Driver, Jacob Calinsky, thrown to the ground.

Dec. 31. Main and Wells Sts., Hartford. Mr. McMarkins had head cut by being struck by car while stepping in front of it.

Dec. 31. Blue Hills Cemetery, Hartford. Man's shoulder injured in collision of car and horse. Adonis Miller's horse frightened by car.

Jan. 1. Morgan St. Hill, Hartford. William Jumber, slightly injured by being hit by the fender.

Jan. 1. Bridgeport. Collision of car and team. Woman had collar-bone broken.

Jan. 2. State and Elm St., New Haven. Collision between car and wagon. W. Hayes, driver, was thrown to ground.

Jan. 2. New Haven. Collision between car and wagon. Driver, William Prince, thrown to ground and cut about head.

Jan. 2. New Haven. Miss Rowlan, No. 6 York Place, struck by rear of car while standing on the crossing. Car going around curve.

Jan. 2. Front of O. K. Bakery, Hartford. Alfonse Consello, slightly injured by being struck by fender.

Jan. 3. New Haven. Mrs. J. J. Coyne, stepped from moving car and received bruises, and suffered a nervous shock.

Jan. 4. New Haven. Edward Kerr, No. 118 Kimberly Avenue, stepped from moving car and cut his face.

Jan. 4. New Haven. Orchard and Chapel St. Collision between car and wagon. Driver injured.

Jan. 4. Bridgeport. Boy stealing a ride jumped from moving car and fell, injuring his head.

Jan. 5. New Haven. Collision between car and team on Grand Ave., Dennis Healy, driver, thrown to ground. Hurt knee.

Jan. 7. New Haven. Grand Ave. and Ferry Sts. Mrs. F. Brantlecht, No. 130 South Front St., stepped off car; hands cut and bruised.

Jan. 5. Grand Ave. and State St., New Haven. Unknown man struck by car; face cut.

Jan. 7. Waterbury. Collision of cars; five persons injured.

Jan. 8. Grand Ave. and Hamilton St., New Haven. Girl five years old struck by car; bruised about body.

Jan. 9. Dixwell Ave. and Newton St., New Haven. Collision between car and team. Driver, Hemstead, cut about the head, side bruised.

Jan. 9. City Hall Square, Hartford. Patrick Murphy, cut eye by being hit by span wire.

Jan. 10. Howard and Congress Ave., New Haven. Collision between team and car. Dr. Shean, driver, thrown to ground.

Jan. 10. Congress Ave. and Howard St., New Haven. J. K. Baletzka, No. 38 Ann St., tried to board moving car and fell, bruising knee.

Jan. 10. Station No. 16, Hockanum. Robert McClellan, died after being struck by car.

Jan. 11. Congress and Howard Ave., New Haven. Collision between car and team. Driver injured.

Jan. 12. Chestnut and Chapel Sts., New Haven. Mrs. L. Jackson, tried to board moving car and fell.

Jan. 14. Church and Chapel Sts., New Haven. Unknown man jumped from moving car and fell.

Jan. 15. Ferry and Exchange Sts., New Haven. Collision between team and car. Driver, W. Goldsmith, Guilford, thrown to the ground.

Jan. 16. Ferry and Lombard Sts., New Haven. Unknown lady stepped off moving car and fell.

Jan. 16. State and Grove Sts., New Haven. Mr. Cummings, stepped off moving car and fell. Head cut.

Jan. 16. Grand Ave. and Haven St., New Haven. Mr. E. Callahan, No. 29 Haven St., stepped off moving car and fell, cutting his head.

Jan. 17. Congress Ave. and Arch St., New Haven. Unknown lady fell while alighting from car.

Jan. 17. Bridgeport. Man jumped from moving car and fell, cutting his head.

Jan. 19. Bridgeport. Woman thrown by the starting of a car. Seriously injured.

Jan. 19. Waterbury. Park and Wilton Road. James Winslow, No. 49 Howard St., while trimming light, car came around curve collided with team, cutting his head, and causing other injuries.

Jan. 19. Waterbury, near Williams St. Bernard Donley, No. 422 River St., stepped off moving car; face scratched.

Jan. 19. Waterbury. Highland Park. L. A. Luth, No. 18 Sperry St., putting up fender when car in rear caught him, spraining his leg.

Jan. 19. New Haven, Maple and Elm Sts. F. Geyer, No. 50 Daisey St., tried to board moving car; face slightly cut.

Jan. 19. Bridgeport. Woman thrown by starting of car; seriously injured.

Jan. 20. Pearl St., Ansonia. James Lyons, jumped from car and fell. Bruised a little.

Jan. 21. Ansonia. Unknown man stepped from moving car and fell. Cut in back of head.

Jan. 22. Waterbury, Brookvale Ave. J. P. Ramsey, car struck auto injuring man slightly.

Jan. 23. Waterbury, corner West Main and Judge Sts. Peter Hartmann, No. 15 Ridge St., jumped from moving car; knee slightly injured.

Jan. 24. College and Chapel Sts., New Haven. Collision between cars. Mrs. Rogers, No. 78 Thompson St., thrown to floor of car.

Jan. 24. Needham's Corner, Hartford. Mrs. Arthur Callan, hurt by falling from car which started too soon.

Jan. 24. City Hall, Hartford. Unknown, injured hand by slipping and falling while getting off car.

Jan. 24. Cranton's Coffee House, Hartford. Louis Farber slightly injured on account of horse being frightened by sweeper.

Jan. 25. State and Chapel Sts., New Haven. Henry Subines, No. 25 Green St., stepped off moving car and fell.

Jan. 26. Whitney Ave., New Haven. Collision between car and team, driver, Kennedy, knee bruised.

Jan. 26. Waterbury, near West Main St. Crossing. James Johnson, jumped from moving car and fell. Face cut slightly.

Jan. 27. Waterbury. East Main and North Elm. Ganenash Quaiein, Harper's Ferry, jumped off moving car, and slightly injured his back.

Jan. 27. Woodbury, near Oakville Trestle. Burritt Norton, car hit him while walking on track; cut back of head and over left eye.

Jan. 27. Church and Chapel Sts., New Haven. Italian tried to board moving car and fell.

Jan. 27. Church and Chapel Sts., New Haven. Mrs. Reger, No. 74 Bristol St., tripped getting off car and fell; face cut.

Jan. 28. Howard Ave. and Sixth St., New Haven. Collision between team and car, driver thrown to the ground. Knee hurt.

Jan. 28. Campbell Ave., New Haven. E. Shultz, tried to get off car before it stopped and fell.

Jan. 28. Waterbury, near Bank Hotel. Thomas Hanahan, jumped off moving car injuring back of head.

Jan. 28. Stamford, Summer St. Miss R. C. Welles; head cut.

Jan. 29. Asylum St., Hartford. Miss Colpitts, injured by falling when getting off car.

Jan. 30. Toelles Crossing, New Haven. S. B. Doolittle, Wallingford, jumped from moving car; shoulder dislocated.

Jan. 30. Waterbury, corner of West Main and Willow Sts. E. R. Howe, No. 60 Liberty St., fell from car, turned his knee.

Jan. 30. Waterbury. Andrew Bennett, car struck team, driver received slight injuries.

Jan. 31. South Manchester. Frank Haggard, received cuts about face by being hit by car.

Jan. 31. Stamford, Main St. and West St. M. Howard; face cut.

Feb. 1. Adelaide St. and Wethersfield Ave., Hartford. Mrs. Edwards, injured by stepping in front of a car.

Feb. 2. Main St. and Goodman Place, Hartford. Headlights on car broken in collision with Ed. Balf's auto. Occupants upset.

Feb. 2. Main, near Mulberry, Hartford. Mr. J. F. Kane, broke his finger by falling off car.

Feb. 3. Flower St., Hartford. Miss Katie Noonan, injured by being struck by car.

Feb. 3. Morgan and Main Sts., Hartford. Campbell slightly injured by trying to get on car while in motion.

Feb. 4. Barbour and Judson Sts., Hartford. Ike and Yetta Bassal, occupants of sleigh, injured in collision of car and sleigh.

Feb. 5. New Haven. J. B. Manwaring, No. 91 East Pearl St., tried to board moving car; grabbed handle, handle pulled out of socket, and he fell to the ground; injured about the head.

Feb. 5. College and Chapel Sts., New Haven. Man who refused his name, tried to board moving car and fell into the street.

Feb. 5. Waterbury, Elm and Maple Sts. D. Callity, No. 1061 East Main St., jumped off moving car, and slightly injured nose.

Feb. 8. Glenbrook, Conn. Miss M. Russell, dislocated shoulder.

Feb. 9. Hartford Opera House, Hartford. William J. Smith, injured by being struck by car.

Feb. 9. Grand Ave., New Haven. A Mr. Russell, tried to board a moving car, fell in the street.

Feb. 10. Court and Church Sts., New Haven. Man who refused name, tried to board a moving car and fell in the street.

Feb. 10. Glenbrook, Conn. H. B. L. Page, body bruised.

Feb. 10. Hartford. Mr. Theron Upson, had two ribs broken by being thrown against controller.

Feb. 12. Whalley Ave., New Haven. Unknown man, stepped off moving car and fell, scratching his hand.

Feb. 12. Dixwell Ave., New Haven. Collision between car and sleigh. Driver, P. Owens, slightly cut on head.

Feb. 12. Bridgeport. Collision of car and team. Driver injured.

Feb. 12. Waterbury. Collision of cars, two passengers injured.

Feb. 13. Grand Ave., New Haven. Unknown man tried to board moving car, and fell in the street.

Feb. 13. State St., New Haven. Collision between car and team. John Davis, driver, bruised about the body.

Feb. 13. Bridgeport. Collision of car and team: driver injured.

Feb. 14. Highwood, New Haven. Unknown man tried to board moving car and fell in the street.

Feb. 14. Washington and Park Sts., Hartford. William Balfour, fell while getting on car in motion.

Feb. 14. Main and Sheldon Sts., Hartford. Charles Moles, injured by being struck by fender and falling.

Feb. 14. Bridgeport. Woman tried to board a moving car, fell and injured her head.

Feb. 15. Meadow St., New Haven. R. Jacobs, No. 63 York St., traveler on highway, struck by moving car.

Feb. 15. Howard Ave. and Spring St., New Haven. Collision between car and team. Driver bruised about the body.

Feb. 15. Church and Chapel Sts., New Haven. Rear-end collision between cars. Mrs. Mansfield, No. 50 Woosley St., had wrist injured.

Feb. 17. Waterbury. Derailment; two passengers injured.

Feb. 17. Church and Chapel Sts., New Haven. Unknown man jumped off moving car and fell into street.

Feb. 18. Grand Ave. and Ferry St., New Haven. Collision between car and team; driver injured.

Feb. 20. Waterbury. Man struck by moving car and thrown down; feet and hands cut.

Feb. 20. Sound Beach, Conn. John Brown, fell from car. Head cut.

Feb. 21. Blue Hills Ave., Hartford. J. F. Moran, lineman, had head cut by wire slipping.

Feb. 21. Campbell Ave., New Haven. V. Nichols, No. 748 Chapel St., tried to board moving car, fell in the street.

Feb. 22. York and Chapel Sts., New Haven. Rear-end collision between cars. Mrs. Ballou had arm injured. Several passengers shaken up.

Feb. 24. Church and Chapel Sts., New Haven. M. B. Brown, traveler on the highway, claimed that he was struck by a moving car. Back injured.

Feb. 25. Church and Chapel Sts., New Haven. Intoxicated man fell off moving car.

Feb. 25. Bridgeport. Man stepped in front of moving car, thrown down and head injured.

Feb. 25. Meriden. Joseph Glenn, ran in front of car at West Main St. bridge. Arm bruised.

Feb. 26. Church and Chapel Sts., New Haven. Unknown man tried to board moving car, and dragged about 15 feet.

Feb. 26. State and Water Sts., New Haven. Collision between car and sleigh. Two ladies thrown from sleigh. One had arm injured.

Feb. 26. Oyster River. Car off track. Three ladies shaken up somewhat.

Feb. 27. Chapel St., New Haven. J. W. Spencer, No. 602 Chapel St., jumped off moving car, and fell into the street.

Feb. 27. Ansonia. Mrs. William Lane, fell on platform while boarding car. Knees hurt.

Feb. 27. Scotland St., Ansonia. Joseph Blakely, employee, pinched in rear of car. Fingers bruised.

Feb. 28. Grand Ave. and Ferry St., New Haven. Unknown lady claimed her wrist was injured by the sudden starting of car while she was alighting.

Feb. 28. Congress Ave., New Haven. Unknown man, traveler on highway was struck by car. Scalp wound.

Feb. 28. Waterbury. Mike Delaney, No. 986 So. Main St., small cut over eye. Jumped on moving car near R. B. Louis' cigar store, South Main Street.

Feb. 28. Main St., near Linden Place, Hartford. Unknown man slightly injured by being pushed off car.

March 1. Near Yale Field, New Haven. Collision between car and pair of horses, throwing William Noonan against side of car.

March 1. Meriden. Fred Gagoman, squeezed between car and doorway of car barn. Ribs fractured.

March 2. Whitney Ave., New Haven. Collision between car and bakery wagon. Driver cut on head.

March 2. State and Humphrey Sts., New Haven. Unknown man tried to board moving car and fell.

March 2. South Main and Liberty Sts., Naugatuck. Miss Delaney, boarding car, slipped and fell. Intoxicated.

March 4. State and Summer Sts., New Haven. L. T. Woodruff, No. 19 Warren Place, crutch slipped as he was getting on car. Thrown to ground.

March 4. Power house, Shelton. Fr. Mickulcik, steam blew off clean out of door, face and hands scalded.

March 5. Bullards Corner, New London. Mrs. G. Brewster, thrown to floor of car by sudden stop.

March 6. Franklin St. and Grand Ave., New Haven. Collision between car and team; driver, W. J. Much, Whitneyville, injured about back.

March 6. State and Chapel Sts., New Haven. Mr. Downs, tried to board moving car and fell. Leg bruised.

March 6. Winchester Ave., New Haven. D. J. McCoy, No. 35 Center St., tried to board moving car and fell.

March 6. Pierpont and Ferry Sts., New Haven. Tom Barry, No. 170 Ferry St., ran against side of moving car.

March 6. Meriden. Mills, finger injured in rear-end collision in square.

March 6. Meriden. C. Lines, came in contact with live wire in transformer pit at Hanover Park sub-station. Killed.

March 6. Augursville. Unknown man stepped off moving car. Badly bruised about the head and body.

March 9. Mount Carmel Switch, New Haven. Mr. Wolfe, struck by emergency car slightly in head, leg broken and slight fracture of skull.

March 9. Grand Ave. Bridge, New Haven. J. Smith, tried to board moving car and fell.

March 9. Bridgeport. Man walked in front of moving car. Jaw fractured in two places.

March 10. Church and Chapel Sts., New Haven. Unknown man tried to board moving car and fell.

March 10. Grand Ave., New Haven. R. O'Connell, motorman on sweeper, had hand caught in machinery, and finger cut off.

March 12. Church and Chapel Sts. Mr. W. Ruff, No. 144 Chestnut St., tried to board moving car and fell.

March 12. Ansonia, Smith's drug store. C. Hockenberger, passenger, man hung on car; conductor told him to let go, and dragged several feet. Hands bruised.

March 12. Myrtle Ave. and Union St., Waterbury. Wemer Syfrig, Walnut Ave., jumped off moving car and slightly cut head.

March 12. Albany Ave., Hartford. Mrs. Mable Dart, injured by being thrown to ground while trying to board car.

March 12. Myrtle Ave., Stamford. William Ralhan, bruised and shaken up.

March 13. Church and Chapel Sts., New Haven. Mrs. Hapgood, Meriden, fell in car.

March 14. Waterbury. Man jumped from moving car; leg injured.

March 14. Stamford, Hope St. Pat McAuleffe, head cut.

March 15. New Haven. Unknown man tried to board moving car and fell.

March 15. Grand Ave. and Shelter St., New Haven. Willis Homer, No. 18 Shelter St., ran into side of moving car. Badly bruised about the body.

March 15. Meriden. W. Rich, drove in front of car on Old Colony road; driver thrown to ground, cutting his nose.

March 16. Sound Beach, Conn. Adam Turner, ribs and face hurt.

March 16. Trading Cove, Post Office. Charles Perue, team struck by car. Driver bruised and injured.

March 17. Edward St. and Whitney Ave., New Haven. William Pette-way, a traveler on the highway, was struck by a passing car and injured on the head.

March 17. Farmington Ave., Hartford. Mrs. and Mr. Beldon, injured by falling from car while getting off.

March 18. Dixwell Ave. and Gregory St., New Haven. Car came to a sudden stop, throwing passenger to the floor.

March 18. Ansonia, opposite Fitzimmons' store. Walter Fitzimmons, passenger, tried to board moving car and was dragged. Injuries slight.

March 18. Waterville. James Smith, and T. Condon, No. 39 Hills St., car hit team injuring the occupants slightly; in front of W. B. Y.

March 20. Dixwell Ave. and Ford St., New Haven. Rear-end collision between cars. Miss Nellie Warner, John Martindale, and J. Ettridge, shaken up.

March 20. Wethersfield Ave. Car Barn, Hartford. D. W. Griswold, back and arm injured by horse being frightened by car.

March 23. Spring and Garden Aves., Norwich. Charles Geer, tried to board moving car and was thrown to ground, breaking two ribs.

March 23. Fourth Ave., Baltic. Dennis Coughlin, stepped from moving car, and was thrown, and had ribs broken.

March 23. Pearl St., Hartford. Carl A. Johnson, injured by falling from moving car.

March 23. Zion and Park Sts., Hartford. M. Fred Strans, slightly shaken up by jumping from moving car.

March 24. Double Beach, New Haven. Ida Larson, stepped off moving car.

March 24. New Britain. Man caught hand in door of car which closed suddenly when car was derailed.

March 25. New Britain. Man driving produce wagon, car struck rear of same; driver received slight contusions.

March 26. Hartford. Clamp broke throwing man off work car; Roy Cooper hurt.

March 26. Church and Chapel St., New Haven. Lady tried to board moving car and fell.

March 26. Waterbury. Carl Kanehl, leaning out of window, hit his head against pole, badly cut and bruised. Bristol Switch.

March 27. Temple St. and Congress., New Haven. Fuse blew out, burning a passenger on the neck.

March 27. Bridgeport. Woman thrown by premature starting of car; leg injured.

March 27. Sixth St., Derby. Mrs. Bane was thrown by car starting before she was fully on. Wrenched leg.

March 28. Capen St., Hartford. Mrs. and Mr. Wm. Richardson, injured by being thrown from car.

March 30. West Haven Car Barns. Car derailed, Ed. Ray, Anna Chaplin Ray, L. W. Tryon, Mrs. Rothchild, Mr. Rotchild, Miss Ruby Mason, Miss Mable Loomis, Miss A. M. Bone, Miss H. Bone, Miss Priest, Miss Mary Spellacy, Mrs. Melin, Mr. Melin, W. H. Sullivan, L. F. Moore, Jennie Wilkinson, and George Bird, were shaken up; several of the passengers were badly injured.

March 30. Ferry and Chapel Sts., New Haven. Car derailed, Thomas Keefe, a passenger, thrown against controller. Arm bruised.

March 30. Church and Court Sts., New Haven. Miss Maxwell, a traveler on this highway, struck by a passing car and badly injured on the head.

March 30. Dixwell Ave. and Argyle St., New Haven. Man stepped off moving car and fell.

March 31. Kimberly Ave. and First St., New Haven. Christiana Canision, No. 385 Washington Ave., stepped off moving car. Badly injured.

March 31. Waterbury. Woman stepped from moving car and fell. Dislocated her shoulder and bruised face.

March 31. Waterbury. Man walked in front of car and knocked down. Shaken up and bruised.

April 1. Church and Chapel Sts., New Haven. T. Collins, No. 80 Bradley St., struck by a moving car. Caught by fender.

April 1. Corner of Willow and Hillside Ave., Waterbury. Mr. Migunus, town plot, jumped from moving car, hurt his wrist slightly.

April 1. Corner Mill and Baldwin Sts., Waterbury. L. Daddad, No. 31 Baldwin St. Man chasing boy ran against car fender spraining ankle.

April 1. Waterbury. Al. Moody, Bank St., tried to stop a car and was hit on the head. Injuries slight. Under arch at Eastwood St.

April 2. Waterbury. Mr. Kelens, No. 814 Bank St., wagon hit by car, thrown out and head cut.

April 6. Crown and Church Sts., New Haven. Joseph Murrey tried to board moving car. Head cut.

April 6. Waterbury, In front of Oakville Pin factory. Miss Maddon M. Kelley, rear-end collision; back and side injured.

April 7. Grand Ave. and James St., New Haven. Unknown man stepped off moving car. Head cut.

April 7. Wallingford, Conn. Doeclec Monsillo, jumped from moving car, dragged some distance. Hip bruised and wrist scratched.

April 8. Bridgeport. Collision of cars; four passengers injured.

April 8. Farmington and Prospect Aves., Hartford. Mr. A. W. Butler, had head cut open by driving his team in front of car.

April 8. Waterbury. In front of Kelley's Bakery and Exchange Place. W. McCann, No. 80 South St., Brooklyn, New York, jumped from moving car, injuring his head on pavement.

April 9. Windsor Ave. and Westland St., Hartford. William F. Taylor, injured by stepping off moving car and falling.

April 9. Manchester. John Green, cut head and had brain injured by stepping from moving car.

April 9. Pleasant St., Hartford. Mrs. Meafoy, slightly injured by walking in front of car.

April 9. Cheshire, Blakes Switch. P. E. Hazzard, Cheshire, hit on head by falling trolley pole, cutting head slightly.

April 13. Pearl St. and Central Row. Mary G. Marvel, fell while boarding moving car, and was injured.

April 13. Chapel St., New Haven, in front of Warner Hall. Unknown man stepped off moving car and fell.

April 13. Dixwell Ave. and Henry St. Collision between car and team. H. S. Harper cut by broken glass.

April 14. Commerce St., New Haven. Horse frightened by car ran away, throwing lady out of carriage.

April 14. Hamilton and Chapel Sts., New Haven. Mr. Palmer, struck by moving car; had head cut.

April 14. New Haven. Lady who refused her name, stepped off car and fell.

April 14. New Haven. F. C. Williams, No. 239 Williams St., stepped off moving car and fell.

April 15. Church and Chapel Sts., New Haven. W. P. English, tried to board moving car and fell.

April 15. Station 38, Hartford. George Andrewlates, horse frightened, throwing driver out of wagon.

April 16. Popular and Grand Ave., New Haven. Unknown man stepped off moving car and fell.

April 16. Edward and State Sts., New Haven. A. Schofields, No. 140 Nash St., tried to board moving car and fell.

April 16. Naugatuck. Man jumped from moving car; hand skinned.

April 16. Meriden. Mrs. Ives Pomroy and baby; horse frightened on East Main St., opposite Clinton. Baby cut.

April 19. Chapel St., near East St., New Haven. E. J. Frye, motorman, badly burned on face by broken trolley wire.

April 20. Whalley Ave. and Blake St., New Haven. Collision between car and bicycle. Man injured about leg and arms.

April 20. Court and Church St., New Haven. Mr. Prythll, stepped off moving car and fell.

April 20. Center and Church Sts., New Haven. Conductor struck passenger, cutting him over the eye, for refusing to step to one side.

April 21. Church and Chapel Sts., New Haven. Unknown man stepped off moving car and fell.

April 21. York and Liberty Sts., New Haven. Unknown man stepped off moving car and fell.

April 21. Near Dry Brook, New Haven. Intoxicated man fell against the door, cutting his head.

April 21. James and Grand Ave., New Haven. Intoxicated man stepped off moving car. Badly cut about the head.

April 21. Chapel and Church Sts., New Haven. Intoxicated man ran into side of moving car.

April 22. Capitol Ave. and Lawrence St., Hartford. Benjamin Glanz, fell off car backwards and was injured.

April 22. Norwalk, Conn. Collision of car and bicycle; man injured.

April 22. Campbell Ave. Collision between car and team; driver had his hand cut.

April 22. Church St., New Haven. J. J. Norman, No. 21 Ward St., tried to board moving car and fell. Leg bruised.

April 23. Chapel and Lloyd Sts., New Haven. Mrs. Malone, No. 95 Cedar Hill Ave., stepped off moving car and fell.

April 25. Portsea St., New Haven. Dennis Shaunnessey, No. 2 Putnam St., stepped off a moving car and fell.

April 27. Hill and Congress Ave., New Haven. Collision between car and truck. A. Lewis, driver, had back and hip injured.

April 27. Grand Ave., New Haven. Carl Anderson, tried to board moving car and fell in the attempt.

April 27. Meriden. Charles L'Ecquer, stepped off moving car backwards, near Yalesville post office. Arm crushed at shoulder.

April 28. Grand Ave. Car Barns, New Haven. Conductor Callahan struck by a moving car. Ears split.

April 28. Wallingford. Mr. Marquiwitz, stepped from moving car and fell.

April 28. Shelton Ave. R. R. Crossing, New Haven. Man stepped off moving car and fell.

April 28. Meadow and Portsea Sts., New Haven. Man walked into side of moving car.

April 30. Derby. Boy stealing ride on car, fell off and cut head.

April 30. Scotland St., Ansonia. George Bowland, kicked brake when it became loose, striking him on the head. Head cut.

April 30. Derby track, C. R. & L. Co. Patsey Coppel, employee, rail slipped from car striking him on leg. Leg cut to bone.

May 1. State and Grove Sts., New Haven. Collision between car and team. A. Bode, No. 339 Easton St., badly injured.

May 1. Shelton Power Station. R. H. Gesner, employee, finger caught in engine. Finger crushed.

May 2. Elm and Park Sts., New Haven. Collision between car and team. John Gilday, No. 169 Putnam St., slightly bruised.

May 2. Pearl and Trumbull Sts., Hartford. Unknown man knocked down and received cuts about the head.

May 2. Exchange Place, Waterbury. Miss May Perkins, No. 417 South Main St., Naugatuck, stepped from moving car; injured her arm and leg slightly.

May 2. New Britain. Man driving horse which shied at standing car. Man thrown and received several bruises.

May 2. Portsea and Water Sts., New Haven. Collision between car and team. Driver injured about the head.

May 3. Chapel St., near State, New Haven. Italian woman stepped off moving car and fell.

May 3. Argyle St. and Dixwell Ave., New Haven. Unknown man stepped off moving car and fell.

May 3. Goodwin and Belden Sts., Hartford. Ida Dugro, stepped from moving car and injured.

May 4. Bridgeport. Collision of car and woman. Woman shaken up and bruised.

May 5. New Haven. Adam Faith, No. 52 Greenwich Ave., slipped off step of moving car and fell.

May 5. Bridgeport. Collision of car and man. Man injured.

May 7. Hamilton and Grand Ave., New Haven. Collision between car and team. Driver injured.

May 7. Waterbury. F. J. Kingsbury, No. 952 East Main St., riding on express car, leaned head out of car and was struck. Green switch.

May 7. Waterbury, in front of Jones and Morgan Sts. J. Markham, Bank Hotel, jumped from moving car, received a few scratches on face.

May 8. Prospect Ave., Hartford. Car left track, throwing Mrs. Eddy and Mrs. Mary Hobbs out of seat. Both slightly injured.

May 8. Chapel St., New Haven. L. P. Smith, collision between car and carriage. L. P. Smith injured.

May 10. State and Chapel Sts., New Haven. Head-on collision between cars. Samuel Aransky, No. 41 White St., and Mary O'Brien, No. 28 Hamilton St., injured.

May 10. Central Row, Hartford. Walter S. Chase, caught his leg between fenders injuring it.

May 10. Main and State Sts., Hartford. David Richardson, hit by car, breaking window in car.

May 10. Middletown. Unknown Italian boy while stealing ride on running board, fell off and was injured.

May 11. State St., Hartford. Santa Gaspine, injured his fingers by placing rail in trench.

May 11. South Green, Hartford. Unknown passenger stepped off car in motion, hurting his arm.

May 11. Derby. Collision of car and woman. Her shoulder injured.

May 12. Howe St. and Whalley Ave., New Haven. Mrs. Westbrook, No. 299 Dixwell Ave., fell while getting on car. Leg injured.

May 12. Arch St. and Congress Ave., New Haven. M. Fisher, No. 62 Congress Ave., stepped off moving car and fell.

May 12. New Haven. Mr. Beadle, No. 170 Goffe St., stepped off moving car and fell, cutting his face.

May 12. Chapel St., near Duncan Hall. Smash-up between team and car. Driver injured.

May 12. East and Lawrence Sts., New Haven. Mrs. J. Ashton, No. 427 Howard Ave., thrown to the ground by sudden starting of car; back injured.

May 12. Main and Sheldon Sts., Hartford. M. Morey, ran in front of car on wheel; slightly bruised.

May 12. Calvary Cemetery, Waterbury. M. Snider, No. 51 Center St., fell off car; slight cut over eye and hands.

May 12. New Haven, Thompson St. and Shelton Ave. A child struck by moving car; bruised about the body.

May 14. Main St., Hartford. Charles Fox, struck by fender of car; slight injuries.

May 15. Stone Pits, New Haven. Mrs. Gungle, stepped off moving car receiving injuries.

May 15. Church and Campbell Ave., New Haven. Greginto, No. 463 Campbell Ave., stepped off moving car and fell.

May 15. Whalley Ave. and Garden St., New Haven. Collision between cars; Frederick Boyle of York St., and Mr. Wieser, Edgewood Ave., injured.

May 15. Chapel and College Sts., New Haven. Intoxicated man stepped off moving car and fell. Cut about the head.

May 15. Ford and Pearl St., Hartford. Rear-end collision. Slight injuries by car to Mr. A. J. Burns.

May 16. New Haven, College and Chapel Sts. Mrs. Studley, No. 601 Elm St., struck by rear of car as it turned College and Chapel Sts.

May 17. Webster Center. Mrs. V. D. Levitt, fell from rear end of car and claimed injury to right side.

May 18. Whitney Ave., New Haven. Mrs. Allen Kane, New Hartford, Conn., stepped off moving car and fell. Bruised about the body.

May 18. Congress Ave. and Arch St., New Haven. Unknown man stepped off moving car and fell.

May 18. Hartford. Daniel Green, jumped from car backwards, injuring head.

May 18. Hockanum River Bridge. Struck bridge, throwing Stephen Harding off, slightly injuring him.

May 18. Waterbury, corner Washington Ave. and Baldwin St. Anna Shea, Hickory St., stepped from moving car and sprained her wrist.

May 18. Church and Chapel Sts., New Haven. Mrs. Vetter, No. 31 Tilton St., thrown by the sudden starting of car.

May 19. Farren Ave., New Haven. Mrs. Brinkman, No. 184 Farren Ave., put her hand out of car window and was struck by car in opposite direction. Hand badly bruised.

May 19. Talcottville Flats. William Gordon, walking tracks. Badly hurt.

May 19. Campbell Ave., New Haven. M. S. Doroff, No. 1132 Chapel St., stepped off moving car and cut face.

May 20. Campbell Ave., New Haven. Mrs. Sampson Woodbridge, thrown to the ground by sudden starting of car. Wrist injured.

May 20. Bridgeport. Collision of cars. One passenger injured.

May 21. Lion Park, New Haven. Unknown man tried to board moving car, fell and cut his hand.

May 21. Orchard St. and Whalley Ave., New Haven. Unknown man tried to board moving car and fell.

May 21. York and Chapel St., New Haven. Collision between car and bicycle. Helen Gardner, No. 283 Crown St., riding wheel, bruised about the body.

May 21. State and Crown Sts., New Haven. Collision between car and truck. Driver, T. Fahy, cut about the head.

May 21. Campbell Ave., New Haven. M. S. Doroff, No. 1132 Chapel St., stepped off moving car; face cut.

May 22. Post Office, Hartford. Unknown man drove into car, breaking ankle.

May 23. Shelton Ave. R. R. Crossing, New Haven. Collision between car and train. Fred Belher killed. Two ladies bruised about the body.

May 23. Woodland and Albany Ave., Hartford. Mike Molisky, tried to board moving car, fell and was injured.

May 23. Charter Oak and Main St., Hartford. Mr. Bidwell was struck by fender, cutting his head and bruising him.

May 23. Vernon St. Yards, Hartford. Patrick Hosty, walked between two cars and was caught. Collarbone broken.

May 23. Grand Ave., New Haven. Small Italian child struck by car; bruised about the body.

May 23. Atlantic St., Stamford. Charles Button, collision between team and car; driver hurt.

May 23. Derby, front of Beckoff & Bennette. Arthur Henry, collision of team and car, throwing him from wagon.

May 23. Vernon St. Yards, Hartford. Jake Weistein fell across pit, breaking his leg.

May 24. Southington, North Main St. An unknown Italian stepped off moving car and face cut from fall.

May 24. Norwalk. Man jumped from moving car, and cut his head.

May 25. Elm and Fourth Sts., New Haven. Unknown man stepped off car and fell.

May 25. Blatcheley and Grand Ave., New Haven. Mr. Lapone, stepped off moving car and fell.

May 25. New Britain Ave., Hartford. G. Gavilotte, hit by car, receiving cut on head.

May 25. New Park Ave., Hartford. A. F. Burns, rear-end collision; slightly injured.

May 27. Middletown. Mr. Morressy, squeezed between two freight cars.

May 28. North Grosvenordale. Mrs. Grafford fell, after slipping from car after it had come to a stop; slight bruises.

May 30. Bricket's Switch, New Haven. Trolley pole broke, part of it came through roof of car, striking Mary Nolan, passenger.

May 30. Depot, New Haven. Unknown man stepped off moving car and fell.

May 30. Elm St., West Haven. Mr. Harris struck by moving car. Killed instantly.

May 30. Kimberly Ave., New Haven. T. Connolly, No. 21 Wilson St., stepped off moving car. Head cut.

May 30. Congress Ave., New Haven. Florence Krisberg, stepped off moving car and fell.

May 30. Julious St. and New Britain Ave., Hartford. E. F. Campbell, collision with team, unknown lady cut by glass.

May 30. Burnside Switch, Hartford. John Henderson, injured in rear-end collision.

May 30. Park St., Hartford. Car struck Mr. McKennat, injuring him.

May 30. Main and Seldon Sts., Hartford. Mr. Brandon, car struck, team pushed onto his foot, injuring him.

May 30. Quaker Lane, West Hartford. Collision between cars, Mrs. M. Washington's knee bruised.

May 30. Plainville, near end of line. Fred Clough, No. 23 West Ellis St., New Britain, leaned out of car, fell striking on head. Seriously injuring him.

May 30. West Cheshire. Joseph Ryan, Mary Peck, Mary Welch, rear-end collision, back injured, back and shoulder injured, back, arms, and legs sprained, respectively.

May 30. Waterbury. At baseball grounds. John Donlon, standing on right of way, hit by passing car; injuring head and legs.

May 30. Meriden. S. C. Stevens, gripped handle, pulled out near Crook Ave. on West Main, and had knee wrenched.

May 30. Meriden. Unknown stole ride on merry-go-round, fell off and was bruised.

May 30. Hempstead and Taylor Sts., New London. Passenger standing on running board leaned out and was struck by pole; unconscious and badly bruised.

May 30. Lafayette St., Norwich. Mr. Utley, stepped from moving car and wrenched knee.

May 30. Norwich, Town Church. J. C. Kossossi, riding on rear bumper, fell off, and slightly cut head.

May 30. Plainville Center. Fred Clough, New Britain, was bending out of car, lost his balance, and fell to the ground. Contusion of brain.

May 31. Pearl and Ford Sts., Hartford. Frank Getz, tried to board moving car, and was knocked down; slight injuries.

May 31. New Britain. Runaway crossed corner of fender of standing car, swerved and struck an iron pump; driver killed.

May 31. Whitney Ave., New Haven. Alfred James, struck by moving car. Head cut.

March 31. Middletown. Mrs. John Olson, stepped from car and fell backwards before car stopped, struck on back of head and was stunned.

June 1. Southington, opposite post office. An unknown Italian stepped off moving car and fell, receiving slight injury.

June 30. Torrington. Woman stepped from moving car, fell in the street and injured her nose. George and Main Sts.

Auditor.

*New Haven, Connecticut,
Oct. 15, 1907.*

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the New York, New Haven and Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete

and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me, this 18th day of October, 1907.

MAURICE K. DUGAN,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report: Norwich & Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what Government, State, or Territory organized: Massachusetts and Connecticut.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.	January 8, 1908.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
ALFRED D. FOSTER,	Milton, Mass.	" "

Total number of stockholders at date of last election: 970.

Date of last meeting of stockholders for election of directors: January 9, 1907.

Post-office address of general office: Worcester, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed: M. M. Whittemore, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	New Haven, Conn.
Treasurer,	M. M. WHITTEMORE,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the income account (p. 265):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Norwich & Worcester.	Groton, Conn.	Worc'st'r, Ms.	N. Y., N. H. & H. R. R. Co.	100 yrs. lease.	71.60

Property Leased, or Otherwise Controlled for Operation.

This Company leased its road to the Boston, Hartford & Erie R. R. Company, for one hundred years from February 9, 1869. The lessee pays 8% dividends on this company's preferred stock and interest on its debt and operates the road.

Amendment to above lease, and lease itself, assumed by the New York, New Haven & Hartford Railroad Company, July 1, 1898.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	66	\$100.00	\$6,600.00	\$6,600.00	.....	.....
Preferred,	38,250	100.00	3,825,000.00	3,000,000.00	8 %	\$240,000.00
Total,	38,316	... ..	\$3,831,600.00	\$3,006,600.00	.....	\$240,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common, ...	66	*\$6,600.00
Issued for Construction : Preferred, ...	28,711	3,169,892.83
Issued for Stock, The Nor. and N. Y. Trans. Co., Preferred, ...	1,289	225,575.00
Total, ...	30,066	†\$3,402,067.83

* No dividends declared on this.

† To be converted into preferred stock whenever presented.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Deb. Bonds,	Mar. 1 1897	Mar. 1 1927	\$2,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,280,628.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	September 1st and March 1st.	\$48,000.00	\$48,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Miscellaneous obligations, ...	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1907.	
Cash, ...	\$88,743.42	Auditor's Vouchers and Accounts, ...	\$203.00
Due from Solvent Companies and Individuals, . .	16,000.00	Dividends not called for, ...	3,023.00
Other Cash Assets (excluding "materials and supplies,")	180.00	Matured Interest Coupons unpaid, ...	180.00
		Rents due July 1, ...	60,520.00
		Total Current Liabilities, ...	\$63,926.00
		Balance — Cash Assets, ...	40,997.42
Total Cash and Current Assets, ...	\$104,923.42	Total, ...	\$104,923.42

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stock, ...	\$3,006,600.00	\$3,006,600.00	.....	71.60	\$41,992
Bonds, ...	1,200,000.00	920,000.00	\$280,000.00	71.60	12,849
Total,	\$4,206,600.00	\$3,926,600.00	\$280,000.00	.....	\$54,841

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.	Cost per Mile.
Total Construction, ...	\$3,983,816.51	\$3,983,816.51	\$55,639.90
Total Equipment, . . . . .	.....	.....	.....
Grand Total Cost Construction, Equipment, etc., ...	\$3,983,816.51	\$3,983,816.51	\$55,639.90

Income Account.

Income from lease of road, ...	\$290,035.48
Miscellaneous income, ...	\$1,008.10
Income from other sources, ...	1,008.10
Total income, ...	\$291,043.58
Deductions from income:	
Salaries and maintenance of organization, ...	\$2,623.48
Interest on funded debt accrued, ...	48,000.00
Total deductions from income, ...	50,623.48
Net income, ...	\$240,420.10
Dividends, 8%, preferred stock, ...	240,000.00
Surplus from operations of year ending June 30, 1907,	\$420.10
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...	1,110,521.23
Surplus on June 30, 1907 (for entry on "General Balance Sheet"), ...	\$1,110,941.33

Stocks Owned.

None.

Bonds Owned.

Name.	Total Par Value.	Rate.	Valuation.
The New England Navigation Com- pany, ...	\$675,000 00	4 per cent.	\$675,000.00

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interests on Deposits, ...	\$1,008.10

Comparative General Balance Sheet.

Item, June 30, 1906.	Total, June 30, 1906.	Assets.	Item, June 30, 1907.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$3,983,816.51		Cost of Road, ...	\$3,983,816.51		
675,000.00		Bonds Owned, ...	675,000.00		
3,107.08	\$4,661,923.59	Lands Owned, ...	3,107.08	\$4,661,923.59	
	104,453.32	Cash and Current Assets,		104,923.42	470.10
	630,620.32	N. Y., N. H., & H. R. R. Co., Equipment and Personal Property Leased, ...		630,620.32	
	\$5,396,997.23	Grand Total,		\$5,397,467.33	\$470.10

Comparative General Balance Sheet.—Continued.

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$3,006,600.00	Capital Stock, ...	\$3,006,600.00	
1,200,000.00	Funded Debt, ...	1,200,000.00	
63,876.00	Current Liabilities, ...	63,926.00	\$50.00
16,000.00	Accrued Interest on Funded Debt not yet payable, ...	16,000.00	
1,110,521.23	Profit and Loss, ...	1,110,941.33	420.10
\$5,396,997.23	Grand Total,	\$5,397,467.33	\$470.10

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None. Lessee makes all contracts.

Security for Funded Debt.

Debenture Bonds. Road not mortgaged.

Employees and Salaries.

Reported by N. Y., N. H. & H. R. R. Co.

Description of Equipment.

None.

Mileage.

Mileage of line owned, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Groton to State Line in Conn., .	53.14	.63	53.77	..
State Line to Worcester in Mass., .	17.83	..	17.83	..
Total Mileage Owned, . . .	70.97	.63	71.60	71.60

Characteristics of Road.

Included in report of N. Y., N. H. & H. R. R. Co.

BRIDGES, TRESTLES, TUNNELS, ETC.

Reported by lessee.

GAUGE OF TRACK. — 4 feet 8½ inches; 71.60 miles.

Telegraph.

Reported by lessee.

Oath.

STATE OF MASSACHUSETTS,
COUNTY OF WORCESTER.

} ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich and Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction,

from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. G. BULLOCK,
President.
M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me, this 10th day of September, 1907.

E. A. DENNY,
Justice of the Peace.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Name of common carrier making this report: Ridgefield and New York Railroad Company.

Date of organization: June 1, 1869.

Under laws of what Government, State, or Territory organized: Chartered by the State of Conn., June 1, 1867. Amendments to charter in Conn., July 5, 1870; July 6, 1870; July 1, 1876; Feb. 24, 1888; April 2, 1884; Feb. 19, 1886; May 1, 1889; April 4, 1895; June 6, 1899, and April 29, 1903. Chartered in New York State, May 6, 1872, Chap. 533, and April 12, 1873, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
R. JAY WALSH,	Greenwich, Conn.,	June 1, 1908.
JAMES F. HEMINGWAY,	New Haven, "	" "
AUGUSTUS F. MAY,	" "	" "
JOHN G. PARKER,	" "	" "
H. M. KOCHERSPERGER,	" "	" "
EDWARD G. BUCKLAND,	" "	" "
HIRAM K. SCOTT,	Ridgefield, "	" "
RICHARD W. OSBORN,	" "	" "
HIRAM K. SCOTT, JR.,	" "	" "

Total number of stockholders at date of last election: 99.

Total number of stockholders in Connecticut: 51.

Date of last meeting of stockholders for election of directors: June 6, 1905.

Post-office address of general office: Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Hiram K. Scott, Secretary and Treasurer, Ridgefield, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	R. JAY WALSH,	Greenwich, Conn.
President,	R. JAY WALSH,	" "
First Vice-President,	H. M. KOCHERSPERGER,	New Haven, "
Secretary,	HIRAM K. SCOTT,	Ridgefield, "
Treasurer,	HIRAM K. SCOTT,	" "

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	25,000	\$50.00	\$1,250,000.00	\$261,800.00

Manner of Payment of Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, ...	4,308	\$215,400.00
Issued for stock of delinquent subscribers sold at auction, ...	928	14,300.00
Total, ...	5,236	\$229,700.00

Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p. 308), ...	\$261,800.00	30.45	\$8,597.69

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Construction:		
Engineering, ...	\$15,097.97	\$15,097.97
Right of Way and Station Grounds, ...	15,980.50	15,980.51
Grading, ...	154,767.04	154,767.04
General Expenses, ...	47,381.65	47,964.65
Total Construction, ...	\$233,810.16	\$233,810.16

Comparative General Balance Sheet.

Assets.	Total June 30, 1907.
Cost of Road (p. 308), ...	\$233,810.16
Profit & Loss	30,939.84
Total, ...	\$264,750.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

We, the undersigned, R. Jay Walsh, President, and Hiram K. Scott, Treasurer, of the Ridgefield and New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

R. JAY WALSH,

President.

HIRAM K. SCOTT,

Treasurer.

Subscribed and sworn to before me this 2d day of December, 1907.

A. W. W. MARSHALL,

Notary Public.

Subscribed and sworn to by Hiram K. Scott at Ridgefield, Conn., the signer of the foregoing certificate, this 29th day of November, 1907, before me.

GEORGE G. SCOTT,

Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May session, 1866.

Under laws of what Government, State, or Territory organized: State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. W. CHENEY,	South Manchester, Conn.,	Until successor is appointed.
R. O. CHENEY,	" " "	" "
HARRY G. CHENEY,	" " "	" "
FRANK CHENEY, JR.,	" " "	" "
CHARLES S. CHENEY,	" " "	" "

Total number of stockholders at date of last election: 9.

Date of last meeting of stockholders for election of directors: January 31, 1898.

Post-office address of general office: South Manchester, Conn.

Post-office address of operating office: South Manchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. W. CHENEY,	So. Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHARLES S. CHENEY,	" "
Attorney, or Gen. Counsel,	OLIN R. WOOD,	Manchester, "
General Manager,	RICHARD O. CHENEY,	So. Manchester, "
Chief Engineer,	FRED BOUGHTON,	" "
General Freight Agent,	CHARLES S. CHENEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 313):

Name.	TERMINALS.		Miles of line for each road named.
	From.	To.	
So. Manchester R. R. Co.,	So. Manchester, Conn.	Manchester, Conn.	2.25
Total mileage operated, ...			2.25

Property Leased, or Otherwise Assigned for Operation.

None.

Property Leased, or Otherwise Controlled for Operation.

None.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, ...	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common, ...	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1907.
Cash and Current Assets, . \$24,005.81	Loans and bills payable, . \$24,005.81

Materials and supplies on hand, \$2,971.17.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 311), .	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account:

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad Co., .	\$40,000.00	2.25	\$17,777.77

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not Included in Operating Expenses. Charged to Construction or Equipment.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.	Cost Per Mile.
*Shop Machinery, and Tools, Miscellaneous Structures, .	\$881.65 430.79	..... .....	\$881.65 430.79	..... .....
Total Equipment, . . . . .	.....	\$32,294.85	\$32,294.85	\$14,353.27
Total Construction, ...	\$430.79	93,346.53	*93,777.32	41,678.81
Grand Total Cost Construction, Equipment, etc., . . . . .	.....	\$125,641.38	\$126,072.17	\$56,032.08

*EXPLANATORY REMARKS.— This amount, \$881.65, is included in the total cost to June 30, 1907, viz.: Construction, \$92,895.67; shop machinery and tools, \$881.65. Total, \$93,777.32.

Does the absence of any entry under the heading "Included in Operating Expenses" (p. 314) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Account? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (p. 314) cover all expenditures for permanent improvements or betterments charged to Operating Expense Account? Yes.

Income Account.

Gross earnings from operation, ...	\$17,049.80
Less operating expenses, ...	17,088.28
Deficit, ...	\$38.48
Deductions from income:	
Taxes, ...	395.98
Deficit, ...	\$434.46
Surplus on June 30, 1906 (from "General Balance Sheet," 1906 Report), ...	65,471.99
Deductions for year, ...	434.46
Surplus on June 30, 1907 (for entry on "General Balance Sheet"), ...	\$65,037.53

Earnings from Operations.

Item.	Actual Earnings.
Passenger:	
Total Passenger Revenue, ...	\$4,247.65
Express, ...	120.00
Extra Baggage and Storage, ...	2.85
Total Passenger Earnings, ...	\$4,370.50
Freight:	
Total Freight Revenue, ...	\$12,679.30
Total Freight Earnings, ...	\$12,679.30
Total Passenger and Freight Earnings, ...	\$17,049.80
Total Gross Earnings from Operation — Entire Line, ...	\$17,049.80

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway, ...	\$3,656.07
Renewals of Rails, ...	90.43
Renewals of Ties, ...	464.10
Repairs and Renewals of Bridges and Culverts, ...	1.85
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards, ...	30.95
Repairs and Renewals of Buildings and Fixtures, ...	339.16
Other Expenses — Heating Roundhouse and Cars, ...	94.00
Total,	\$4,676.56
Maintenance and Equipment:	
Repairs and Renewals of Locomotives, ...	1,593.35
Repairs and Renewals of Passenger Cars, ...	870.28
Repairs and Renewals of Shop Machinery and Tools, ...	30.72
Total,	\$2,494.35
Conducting Transportation :	
Engine and Roundhouse Men, ...	3,120.00
Fuel for Locomotives, ...	1,722.86
Other Supplies for Locomotives, ...	398.74
Train Service, ...	3,060.00
Station Service, ...	1,092.00
Station Supplies, ...	26.64
Loss and Damage, ...	103.33
Stationery and Printing, ...	115.65
Other Expenses, Insurance, locomotives and stationary boilers, ...	15.56
Total,	\$9,654.78
General Expenses:	
Insurance, ...	38.96
Other Expenses, ...	223.63
Total,	\$262.59
Recapitulation of Expenses :	
Maintenance of Way and Structures, ...	4,676.56
Maintenance of Equipment, ...	2,494.35
Conducting Transportation, ...	9,654.78
General Expenses, ...	262.59
Grand Total,	\$17,088.28
Operating Expenses — State of Connecticut :	
Maintenance of Way and Structures, ...	4,676.56
Maintenance of Equipment, ...	2,494.35
Conducting Transportation, ...	9,654.78
General Expenses, ...	262.59
Total,	\$17,088.28
Percentage of Expenses to Earnings — Entire Line, ...	1.00225

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$93,346.53	Cost of Road (p. 312),	\$93,777.32	\$430.79	.....
32,294.85	Cost of Equipment (p. 312),	32,294.85	.....	.....
3,049.74	Materials and Supplies, .	2,971.17	.....	\$78.57
\$128,691.12	Grand Total, . . .	\$129,043.34	\$430.79	\$78.57

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$40,000.00	Capital Stock (p. 311), . .	\$40,000.00	.....	.....
23,219.13	Current Liabilities (p. 311),	24,005.81	\$786.68	.....
65,471.99	Profit and Loss, . . .	65,037.53	.....	\$434.46
\$128,691.12	Grand Total, . . .	\$129,043.34	\$786.68	\$434.46

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	No.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General Officers, ...	2	.....	.....	.....
Station agent and conductor, . .	1	312	\$1,500.00	\$4.81
Other station men, ...	2	624	1,092.00	1.75
Enginemen, ...	2	624	1,950.00	3.12
Firemen, ...	2	624	1,170.00	1.87
Other trainmen, ...	2	624	1,560.00	2.50
Section foremen, ...	1	254	700.00	2.75
Other trackmen, ...	6	943	1,650.37	1.75
Switch tenders, crossing tenders, and watchmen, ...	2*	512	896.50	1.75
Total, excluding general officers,	18	4,517	\$10,518.87	\$2.32
Distribution of above:				
Maintenance of way and struc- tures, ...	9	1,709	3,246.87	1.90
Conducting transportation, . .	9	2,808	7,272.00	2.59
Total excluding general officers,	18	4,517	\$10,518.87	\$2.32

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	98,976	.....	.....	.....
No. of passengers carried one mile,	222,696	.....	.....	.....
No. of pass'gers carried 1 mile per mile of r'd,	98,976	.....	.....	.....
Average distance carried, miles, ...	2.25	.....	.....	.....
Total passenger revenue (p. 313), ...		4,247	65	.....
Average am't received from each passenger,			04	2.98
Average receipts per passenger per mile, ...			01	9.07
Total passenger earnings (p. 313), ...		4,370	50	.....
Passenger earnings per mile of road, ...		1,942	44	4.44
Passenger earnings per train mile, ...			31	0.96
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 317), ...	50,255	.....	.....	.....
No. of tons carried one mile, ...	113,073	.....	.....	.....
No. of tons carried one mile per mile of road,	50,255	.....	.....	.....
Average distance haul of one ton, miles, ...	2.25	.....	.....	.....
Total freight revenue (p. 313), ...		12,679	30	.....
Average am't received for each ton of freight,			25	2.29
Average receipts per ton per mile, ...			11	2.13
Total freight earnings (p. 313), ...		12,679	30	.....
Freight earnings per mile of road, ...		5,635	20	.....
Freight earnings per train mile, ...		4	40	2.53
Total Traffic:				
Gross earnings from operation (p. 313), ...		17,049	80	.....
Gross earnings from operation per mile of r'd,		7,577	68	8.
Gross earnings from operation per train mile, ...		1	00	.767
Operating expenses (p. 314), ...		17,088	28	.....
Operating expenses per mile of road, ...		7,594	79	.111
Operating expenses per train mile, ...		1	00	9.945
Income from operation, deficit, ...		434	46	.....
Car Mileage, etc.:				
Mileage of passenger cars, ...	17,155	.....	.....	.....
Average No. of passenger cars per train mile,	1.22	.....	.....	.....
Average No. of passengers per train mile, ...	16.	.....	.....	.....
Mileage of loaded freight cars, No. or East, ...	2,245	.....	.....	.....
Mileage of loaded freight cars, So. or West, ...	7,157	.....	.....	.....
Mileage of empty freight cars, No. or East, ...	4,918	.....	.....	.....
Average No. of freight cars per train mile, ...	4.97	.....	.....	.....
Average No. of loaded cars per train mile, ...	3.26	.....	.....	.....
Average No. of empty cars per train mile, ...	1.707	.....	.....	.....
Average No. of tons of freight per train mile, ...	42.73	.....	.....	.....
Average No. of tons of freight per loaded car mile, ...	12.02	.....	.....	.....
Average mileage operated during year, ...	2.25	.....	.....	.....
Train Mileage:				
Mileage of revenue passenger trains, ...	15	.....	.....	.....
Mileage of revenue mixed trains, ...	14,040	.....	.....	.....
Mileage of revenue freight trains, ...	2,865	.....	.....	.....
Total revenue train mileage, ...	16,920	.....	.....	.....

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain, ...		438	438	00.88
Flour, ...		100	100	00.20
Other Mill Products, ...		2,441	2,441	04.85
Hay, ...		370	370	00.73
Products of Mines:				
Anthracite Coal, ...		10,114	10,114	20.12
Bituminous Coal, ...		21,848	21,848	43.47
Stone, Sand, and other like articles, ...		445	445	00.89
Products of Forests:				
Lumber, ...		4,357	4,357	08.67
Manufactures:				
Castings and Machinery, ...		340	340	00.68
Cement, Brick, and Lime, ...		819	819	01.63
Miscellaneous:				
Other commodities not mentioned above, ...	4,742	4,241	8,983	17.88
Total Tonnage — Entire Line, ...			50,255	100.00

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotives in Service, ...	2	2	West. Auto.	2	Tower.
Combination Cars, ...	4	4	West. Auto.	4	Miller's.

Mileage.**a. Mileage of road operated (all tracks):**

Line in Use.	Total Mileage Operated.	RAILS.	
		Iron.	Steel.
Miles of single track, ...	2.25	....	2.25
Miles of yard track and sidings, ...	3.45	1.08	2.57
Total mileage operated, ...	5.70	1.08	4.62

b. Miles of line operated, by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Steel Rails.
Connecticut, ...	2.25	2.25

c. Miles of line operated by States and Territories (single track).

State or Territory.	Line Represented by Capital Stock. Main Line.	Steel Rails.
Connecticut, ...	2.25	2.25

Renewals of Rails and Ties.**NEW TIES LAID DURING THE YEAR.**

Kind.	Number.	Average Price at Distributing Point.
Chestnut, ...	1,105	42 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Coal, Tons, Bituminous.	Total Fuel Con- sumed, Tons.	Soft Wood.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger and Freight,	371	371	.....	16,920	49.12
Average Cost at Distrib- uting Point, ...	\$4.70	.....	.....	.....	.....

Accidents to Persons.

None.

Characteristics of Road.

Cannot be given.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges : Iron, ...	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges, ...	1	19	10

GAUGE OF TRACK — 4 feet 8¾ inches; 2.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6.75	Cheney Brothers.	Cheney Brothers.

Car Mileage.

None.

Taxes and Assessments of All Kinds.

For reporting company's owned and proprietary lines.

State or Territory.	AD VALOREM TAX.		Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.	
State of Connecticut.	\$235.98	\$160.00	\$395.98

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, F. W. Cheney, President, and Richard O. Cheney, Secretary and General Manager, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. W. CHENEY,

President.

RICHARD O. CHENEY,

Secretary and General Manager.

Subscribed and sworn to before me, this 14th day of September, 1907.

HOWELL CHENEY,

Notary Public.

STREET RAILWAYS.

BRISTOL & PLAINVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$1,000,000.00
Capital stock outstanding, ...	250,000.00
Bonds outstanding, ...	340,000.00
Floating indebtedness, ...	30,000.00
Total Stock, Bonds, and Floating Debt, ...	620,000.00
Capital stock issued per mile of road owned, ...	19,415.97
Bonds issued per mile of road owned, ...	26,405.71
Cost of construction, ...	285,387.40
*Cost of equipment, ...	432,009.78
Total cost of construction and equipment, ...	717,397.18
†Cost of construction and equipment per mile of road owned, ...	55,715.84
Gross earnings from operation, ...	84,859.98
Operating expenses, ...	49,816.77
Net earnings, ...	35,043.21
Income from other sources, ...	25,781.04
Gross income from all sources, ...	60,824.25
Per cent. of operating expenses to gross earnings, ...	58.70
†Gross earnings per mile operated, ...	6,590.55
†Operating expenses per mile operated, ...	3,868.96
†Net earnings per mile operated, ...	2,721.59
Gross earnings per mile run, ...	.2403
Operating expenses per mile run, ...	.1410
Net earnings per mile run, ...	.0993
Gross earnings per car hour, ...	1.88
Operating expenses per car hour, ...	1.10
Net earnings per car hour, ...	.78
Taxes paid State, ...	4,346.50
Interest paid, ...	16,616.47
Dividend paid, ...	15,000.00
Total length of main track owned, ...	12.876
Total length of main track operated, ...	12.876
Total car mileage, ...	353,114
Total car hours, ...	45,059
Fare passengers carried, ...	1,704,792
Fare passengers per mile run (passenger), ...	4.8
Fare passengers per car hour (passenger), ...	37.8
†Fare passengers per mile of main track operated, ...	132,400
Number of employees, ...	75
Accidents: Killed, ...	None
Injured, ...	7

*Item 9 includes electric lighting and gas plants.

† Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Maple Street, Bristol,	Plainville.	5.324	.284	5.608
Pine Street, “	Lake Compounce.	2.012	.303	2.315
Riverside Avenue, “	Terryville.	4.567	.280	4.847
No. Main Street, “	Oakland St., Bristol.	.973	....	.973
		12.876	.867	13.743

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address.
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	“ “
M. L. TIFFANY,	Secretary,	“ “
M. L. TIFFANY,	Treasurer,	“ “
G. E. COCKINGS,	General Manager,	“ “

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK, ...	Bristol, Conn.
N. E. PIERCE, ...	“ “
W. S. INGRAHAM, ...	“ “
W. A. INGRAHAM, ...	“ “
O. F. STRUNZ, ...	“ “
M. E. WELDON, ...	“ “
C. T. TREADWAY, ...	“ “
M. L. TIFFANY, ...	“ “
J. H. WARD, ...	“ “

Date of close of fiscal year, September 30th.

Date of stockholders' annual meeting, last Saturday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	\$1,000,000.00	2,500	\$100	\$250,000.00	6%	\$15,000.00

Total number of stockholders, 46.

Total number of stockholders in this state, 46.

Amount of stock held in this State, \$250,000.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	Nov. 1, 1905	40	Nov. 1, 1945	\$600,000.00	\$340,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
4½ per cent.	May 1st and November 1st.	\$15,064.24

Per mile of single track owned exclusive of sidings and turnouts, 12.876 miles:

Capital stock outstanding, ... \$19,415.97

Funded debt outstanding, ... 26,405.71

Total, ... \$45,821.68

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during Year.	Deductions during Year.	Total cost to June 30, 1907.
Organization, ...	\$6,560.25	.....	.....	\$6,560.25
Engineering and superintendence, .	14,987.34	\$1,340.35	.....	16,327.69
Right of way, ...	8,270.70	.....	.....	8,270.70
Track and roadway construction, .	172,118.42	21,164.23	.....	193,282.65
Electric line construction, ...	18,175.19	1,277.70	.....	19,452.89
Real estate used in operation of road,	17,076.35	.....	.....	17,076.35
Buildings and fixtures used in operation of road, ...	22,690.35	1,726.52	.....	24,416.87
Total Construction,	259,878.60	25,508.80	.....	285,387.40
*Power plant equipment, ...	345,948.13	21,988.68	.....	367,936.81
Shop tools and machinery, ...	1,177.54	112.78	.....	1,290.32
Cars, ...	37,112.01	2,863.53	.....	39,975.54
Electric equipment of cars, ...	22,231.57	440.04	.....	22,671.61
Miscellaneous equipment, ...	135.50	.....	.....	135.50
Total, ...	406,604.75	25,405.03	.....	432,009.78
Grand total construction and equipment,	666,483.35	50,913.83	.....	717,397.18
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . .	.....	.....	.....	55,715.84

* Includes electric lighting and gas plants.

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$84,859.98	
Operating expenses, ...	49,816.77	
Net earnings from operation, ...		\$35,043.21
Miscellaneous Income:		
Gas and Elec. Lighting Depts., ...	25,781.04	
Gross income less operating expenses, ...		\$60,824.25
Deductions from income:		
Taxes:		
On real and personal property, ...	\$1,971.20	
On capital stock, ...	4,346.50	
Interest:		
On funded debt, ...	15,064.24	
On floating debt, ...	1,552.23	
		22,934.17
Net income, ...		\$37,890.08
Deductions from net income:		
Two dividends, 3% on \$250,000 common stock, ...	\$15,000.00	15,000.00
Surplus for year, ...		\$22,890.08
Surplus at beginning of year, ...	\$89,672.83	
Credits, ...	22,890.08	
Surplus at close of year, ...		\$112,562.91

Gross Earnings from Operations.

Car earnings:		
Passengers, ...	\$83,592.77	
Freight, ...	520.10	
Mail, ...	200.00	
Express, ...	48.40	
		\$84,361.27
Miscellaneous earnings:		
Advertising, ...	\$239.00	
Rent of land and buildings, ...	259.71	
		498.71
Total, ...		\$84,859.98

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway, ...	\$4,905.47	
Maintenance of electric line, ...	512.70	
Maintenance of buildings and fixtures, ...	284.90	
Total, ...		\$5,703.07

Operating Expenses.—Continued.**Equipment:**

Maintenance of cars, ...	\$2,593.82
Maintenance of electric equipment of cars, ...	480.57

Total, ...	3,074.39
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TRANSPORTATION.**Operation of power plant:**

Hired power, ...	\$8,827.53
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Operation of cars:

Superintendence of transportation, ...	\$332.37
Wages of conductors, ...	9,687.34
Wages of motormen, ...	9,687.34
Wages of car house employees, ...	2,922.32
Car service supplies, ...	716.19
Miscellaneous car service expenses, ...	907.71
Cleaning and sanding track, ...	629.14
Removal of snow and ice, ...	372.11

Total, ...	25,254.52
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GENERAL.

Salaries of general officers, ...	\$2,584.75
Salaries of clerks, ...	1,049.04
Printing and stationery, ...	157.94
Advertising and attractions, ...	1,377.04
Miscellaneous general expenses, ...	410.14
Damages, ...	4.25
Miscellaneous legal expenses, ...	421.25
Insurance, ...	952.85

Total, ...	6,957.26
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Grand Total, ...	\$49,816.77
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Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$666,483.35	Construction and equip- ment.	\$717,397.18	\$50,913.83	.....
11,205.92	Current Assets as follows:			
6,685.84	Cash, ...	4,040.13	.....	\$7,165.79
15,392.93	Accounts receivable, ...	8,337.80	1,651.96	.....
1,232.74	Material and supplies, ...	11,282.16	.....	4,110.77
	Prepaid accounts, ...	1,331.71	98.97	.....
\$701,000.78	Total, ...	\$742,388.98	\$52,664.76	\$11,276.56

Comparative General Balance Sheet.—Continued.

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$250,000.00	Capital stock, common, per Schedule F, ...	\$250,000.00	.....
325,000.00	Funded debt, per Schedule F, ...	340,000.00	\$15,000.00
30,000.00	Current liabilities, as follows:		
3,890.45	Loans and notes payable, ...	30,000.00	.....
.....	Accounts payable, ...	4,758.35	867.90
	Accrued pay roll, ...	2,517.72	2,517.72
	Accrued liabilities as follows:		
2,437.50	Interest on funded debt accrued and not yet due, ...	2,550.00	112.50
89,672.83	Surplus, ...	112,562.91	22,890.08
\$701,000.78	Total, ...	\$742,388.98	\$41,388.20

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	353,114
Total car mileage, ...	353,114
Passenger car hours, ...	45,059
Total car hours, ...	45,059
Fare passengers carried, ...	1,704,792
Transfer passengers carried, ...	114,825
Total passengers carried, ...	1,819,617
Average fare, revenue passengers, ...	.049
Average fare, all passengers (including transfer passengers), ...	.046
Car earnings per car mile, ...	.2389
Miscellaneous earnings per car mile, ...	.0014
Gross earnings per car mile, ...	.2403
Car earnings per car hour, ...	1.87
Miscellaneous earnings per car hour, ...	.01
Gross earnings per car hour, ...	1.88
Operating expenses per car mile, ...	.1410
Operating expenses and taxes per car mile, ...	.1590
Operating expenses per car hour, ...	1.105
Operating expenses and taxes per car hour, ...	1.246
Operating expenses per cent. of gross earnings, ...	58.70
Operating expenses and taxes per cent. of gross earnings, ...	66.14
Average number of employees, not including officials, during year, ...	75
Aggregate amount of wages paid employees, ...	\$52,801.76
Amount of salaries paid officials, ...	4,400.00

CROSSINGS, ETC.

Steam railroad crossings under grade, ... 2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets, books of 52 rides, sold for \$2.08, or 4c. fare. School tickets, books of 40 rides, sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

TRACK.

	Owued.	Operated.
Length of road (first main track), ...	12.876	12.876
Length of sidings and turnouts, ...	.867	.867
Total computed as single track, ...	13.743	13.743

RAILS.

Name of	Weight per yard.	Steel (miles of.)
"T,"	56 and 60	13.743
Gauge of track — 4 feet 8½ inches.		

PAVING.

Stone ballast, ...	4.00
Wood, ...	2.25
Total miles, ...	6.25

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	10	.....	10
Open passenger cars, ...	18	.....	18
Total passenger cars, ...	28	.....	28
Work cars, . . . . .	.....	1	1
Snow plows, ...	1	2	3
Total, ...	29	3	32

EMPLOYEES.

	Average number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	9½	\$1.87 to \$2.33
Motormen, ...	9½	1.87 to 2.33
Watchmen, ...	12	2.16
Roadmen, ...	10	1.75
Linemen, ...	10	2.75
Engineers, ...	10	2.75
Firemen, ...	10	2.00
Electricians, ...	10	2.75

List of All Accidents During the Year ended June 30, 1907.

Passengers, ...	3
Other persons, ...	4
Total, ...	7

Description of Accidents.

Amount paid for injuries and damages caused by accidents:

- | | |
|--------------------------------|--------|
| Paid by the company, ... | \$4.25 |
|--------------------------------|--------|
- Sept. 2, 1906. Mary Hurley stepped off moving car near Henry St., Bristol; no apparent injuries.
- Sept. 15, 1906. Michael Kastanty fell off moving car at Terry Foundry Co., Terryville.
- Oct. 26, 1906. Dr. G. D. Ferguson, in automobile, collided with car on Main St., Terryville; no personal injuries.
- Oct. 30, 1906. Marino Giornotti, riding bicycle, collided with standing car at corner of North Main and Main Sts., Bristol.
- Dec. 19, 1906. Tony Domonico drove suddenly in front of car on Main St., Bristol; no injuries.
- Jan. 5, 1907. Louis Neuman drove across track in front of car on Main St., Terryville; slight bruises on side of face.
- Jan. 7, 1907. Unknown Polish man, walking near track, crossed in front of car near Bullhead St., Terryville; slight cut on back of head.
- Jan. 10, 1907. Unknown man, leaning out of car, fell and received cut on top of head; occurred on Terryville line.
- Feb. 6, 1907. J. Rodensky, horse frightened and jumped against side of car; shafts and harness broken; West Main St., Plainville.
- March 20, 1907. Wagon collided with car corner Main and North Main Sts., Bristol; horse cut.
- May 30, 1907. Miss Rottger, riding bicycle, fell in front of car on No. Main St., Bristol; limbs and body bruised.
- June 14, 1907. Horse without driver ran into car on Main St., Terryville; horse slightly injured.
- June 22, 1907. Covered wagon turned in front of car on West Main St., Plainville; wagon damaged.

Oath.

STATE OF CONNECTICUT, }
 COUNTY OF HARTFORD, } ss.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of the Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

MILES LEWIS PECK,
President.

M. L. TIFFANY,
Treasurer.

Sworn and subscribed to before me, this 12th day of September, A. D. 1907.

NEWELL JENNINGS,
Notary Public.

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Month ending August 1, 1906.

Capital authorized by charter, ...	\$17,120,100.00
Capital stock outstanding, ...	17,120,100.00
Bonds outstanding, ...	13,466,078.36
Total stock, bonds, and floating debt, ...	30,586,178.36
‡Capital stock issued per mile of road owned, ...	82,331.13
‡Bonds issued per mile of road owned, ...	64,758.82
‡Total cost of construction and equipment, ...	31,878,800.15
‡Cost of construction and equipment per mile of road owned, ...	153,306.21
Gross earnings from operation, for July, 1906, only, ...	206,760.08
Operating expenses, for July, 1906, only	105,404.13
Net earnings, for July, 1906, only	101,355.95
Income from other sources, ...	914,335.62
Gross income from all sources, ...	1,015,691.57
Per cent. of operating expenses to gross earnings, for July, 1906, ...	50.97
‡Gross earnings per mile operated, for July, 1906, only, ...	
‡Operating expenses per mile operated for July, 1906, only, ...	
‡Net earnings per mile operated, for July, 1906, only, ...	
Gross earnings per mile run, for July, 1906, only, ...	.3077
Operating expenses per mile run, for July, 1906, only, ...	.1569
Net earnings per mile run, for July, 1906, only, ...	.1508
Gross earnings per car hour, for July, 1906, only, ...	2.8885
Operating expenses per car hour, for July, 1906, only, ...	1.4725
Net earnings per car hour, ...	1.4160
Interest paid, ...	611,890.66
Dividend paid, ...	741,640.19
Total length of main track owned, ...	202.222
Total length of main track operated, for July, 1906, only, ...	193.373
Total car mileage, for July, 1906, only, ...	671,947
Total car hours, for July, 1906, only, ...	71,580
Fare passengers carried, for July, 1906, only, ...	4,099,592
Fare passengers per mile run(passenger), for July, 1906, only, ...	6.183
Fare passengers per car hour (passenger), for July, 1906, only, ...	58.335
*Fare passengers per mile of main track operated, for July, 1906, only, ...	
Number of employees, for July, 1906, only	1,100
Accidents: Killed.	None
Injured, ...	32

*Mileage to be used in this computation should not include that of sidings and terminals.

‡Including gas and electric properties.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgeport Hospital Bill—E. Bpt.	Junction State St. & Fairfield Ave.	3.772	3.772	7.544	.....	7.544
Lafeld's Store, North Ave.	Seaside Park	2.286	2.286	4.572	.....	4.572
No. Ave. & Oak St.	Cemetery & Br'kl'wn	3.346	3.346	6.692	.....	6.692
Terry's, No. Savoy St.	North Ave. & Main St	1.152	1.109	2.261	.....	2.261
Fairfield Ave.	State Street	0.189	.....	0.189	0.110	0.299
Beardsley Park,	Seaside Park	2.601	1.994	4.595	0.047	4.642
R. R. Station, Bpt.	Westport	10.429	3.259	13 688	0.525	14.213
Lower bridge, "	Paradise Green and Washington Bridge	5.985	5.741	11.726	0.183	11.909
E. Main St. & Strat- ford Ave.	Lakeview Cemetery	1.671	1.439	3.110	.....	3.110
Sea View & Strat- ford Ave.	End of Seaview Ave.	0.710	0.710	1.420	.....	1.420
Milford and Washing- ton Bridge	Woodmont	9.566	5.995	15.561	0.309	15.870
Shelton, Paradise Green	Riverside Park and Derby	10.090	4.272	14.362	0.702	15.064
Westport & Sauga- tuck Cemetery	Depot and Compo Beach	4.620	.....	4.620	0.087	4.707
Derby—Derby	Ansonia	4.796	.....	4.796	0.656	5.452
West End of Bridge, Ansonia	Franklin & Wakelee Aves.	1.180	.....	1.180	0.091	1.271
Main & Elizabeth Sts.	Housatonic Park	1.128	.....	1.128	0.098	1.226
Ansonia, N. Main & Liberty Sts.	Seymour, Pearl St.	2.862	.....	2.862	0.155	3.017
East Derby	Orange Hills	3.760	3.428	7.188	.....	7.188
Norwalk Depot—So. Norwalk	Winnepaug	3.846	1.936	5.782	0.235	6.017
Norwalk	Newton Ave.	0.843	0.818	1.661	.....	1.661
Broad River, Norw'lk	Stamford City Line	11.471	1.775	13.246	0.555	13.801
Norwalk	Westport	2.701	.....	2.701	0.357	3.058
Washington St., So. Norwalk	Gregory's Point	1.594	.....	1.594	0.122	1.716
Waterbury, Exch'ge Place	Maple St., Nauga- tuck	5.357	1.319	6.676	0.215	6.891
Exchange Place	Oakville & Watertw'n	5.543	0.836	6.379	0.473	6.852
Wightman Ave. & Chapel Street	Waterville	4.668	0.817	5.485	0.454	5.939
Exchange Place	Mt. Carmel, Hamden	15.443	3.943	19.386	0.207	19.593
Cheshire, Scott's Junction	Dickerman's Corner, Southington	4.098	.....	4.098	0.300	4.398
Porter Street	Forest Park	2.745	.....	2.745	0.485	3.230
New Britain, Arch St.	Cemetery	1.943	.....	1.943	0.172	2.115
New Britain	Newington	3.929	2.277	6.206	0.252	6.458
Jc. Main & E. Main St	Stanley Quarter	1.389	.....	1.389	0.088	1.477
New Britain Center	Pleasant Street	1.108	.....	1.108	0.044	1.152
Berlin	Plainville	9.710	1.109	10.819	0.276	11.095
Lazy L., M. S. & C.T.	Plainville	3.510	.....	3.510	0.171	3.681
Totals, ...		150.041	52.181	202.222	7.369	209.591

General Information.**Corporate Name and Address of Company.**

Connecticut Railway and Lighting Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co. by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting and Power Co. by amendment approved March 2, 1899. Name again changed to Connecticut Railway and Lighting Co. by decree of Superior Court, New Haven County, January 10, 1901. Amendment to charter, General Assembly, January session, 1901, and approved April 30, 1901. Acquired by purchase the following companies: Bridgeport Traction Co., Shelton Street Railway Co., Milford Street Railway Co., Westport and Saugatuck Street Railway Co., Derby Street Railway Co., Norwalk Tramway Co., Norwalk Street Railway Co., Norwalk and South Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway and Electric Co., Greenwich Gas and Electric Lighting Co., Naugatuck Electric Light Co., Southington and Plantsville Tramway Co., Cheshire Street Railway Co., Naugatuck Valley Electric Railway Co., Thomaston and Watertown Electric Railway Co. All leased to Consolidated Railway Co. on August 1, 1906, and since operated by them.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	100 Broadway, New York.
H. G. RUNKLE,	Vice-President,	" " "
RANDAL MORGAN,	Vice-President,	Philadelphia, Pa.
W. H. MARSHALL,	Secretary,	" "
LEWIS LILLIE,	Treasurer,	" "
JAMES BALL,	Asst. Treas. & Asst. Sec'y,	" "

Directors of the Company.

Name.	Residence.
A. M. YOUNG,	Branford, Conn.
R. A. C. SMITH,	New York, N. Y.
RANDAL MORGAN,	Philadelphia, Pa.
WALTON CLARK,	" "
LEWIS LILLIE,	" "
H. G. RUNKLE,	Plainfield, N. J.
A. W. PAIGE,	Bridgeport, Conn.
M. J. WARNER,	Branford, "
W. T. HINCKS,	Bridgeport, Conn.
A. O. SHEPARDSON,	Waterbury, Conn.
L. N. VAN KEUREN,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Thursday in April.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	Dividends During Year.	
					Rate.	Amount.
Preferred,	\$8,142,900.00	81,429	\$100.00	\$8,142,900.00	4%	*741,640.19
Common,	8,977,200.00	89,772	100.00	8,977,200.00	...	.....
Total,	\$17,120,100.00	171,201	\$100.00	\$17,120,100.00	...	741,640.19

Total number of stockholders, 217.

Total number of stockholders in this state, 111.

Amount of stock held in this state, \$639,500.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
C. R. & L. Co., 1st & refunding mortgage bonds,	1901	50	1951	\$15,000,000	12,491,378.36
Bridgeport Tra. Co., 1st mtg.,	1893	30	1923	2,000,000	706,000.00
Derby St. Ry. Co., 1st mtg.,	1894	20	1914	150,000	59,700.00
Conn. L. & P. Co., 1st mtg.,	1899	40	1939	1,000,000	209,000.00
Total, . . . . .	.....	.....	.....	\$18,150,000	13,466,078.36

INTEREST.

Rate.	When Payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$561,060.00
5 " "	January and July 1st.	35,300.00
6 " "	April and October 1st.	3,582.00
5 " "	January and July 1st.	10,450.00
Total, . . . . .	.....	\$610,392.00

Per mile of single track owned exclusive of sidings and turnouts, 207.942 miles:

Capital stock outstanding, ... †\$82,331.13

Funded debt outstanding, ... † 64,758.82

Total, ... \$147,089.95

*Includes accumulated dividends since Jan. 1, 1904.

†Including gas and electric properties.

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during month.	Deductions during month.	Total cost to Aug. 1, 1906.
Engineering and superintendence, ...	\$90,373.62	\$1,774.51	.....	\$92,148.13
Right of way, ...	71,924.73	3,000.00	.....	74,924.73
Track and roadway construction, ...	934,775.97	241,090.23	.....	1,175,866.20
Electric line construction, ...	301,813.00	26,256.89	.....	328,069.89
Real estate used in operation of road, ...	27,496.00	.....	.....	27,496.00
Buildings and fixtures used in operation of road, ...	420,360.16	5,338.97	.....	425,699.13
Investment real estate, ...	37,908.95	.....	.....	37,908.95
Total construction, ...	\$1,884,652.43	\$277,460.60	.....	\$2,162,113.03
Power plant equipment, ...	951,330.44	14,375.00	.....	965,705.44
Shop tools and machinery, ...	3,844.88	1,385.00	.....	5,229.88
Cars, ...	247,403.59	93,108.44	.....	340,512.03
Electric equipment of cars, ...	173,772.97	56,839.40	.....	230,612.37
Miscellaneous equipment, ...	15,771.58	18,809.58	.....	34,581.16
Miscellaneous, ...	5,309.78	.....	.....	5,309.78
Total equipment, ...	\$1,397,433.24	\$184,517.42	.....	\$1,581,950.66
*Capital stock, bonds and property purchased, ...	26,581,729.58	1,553,006.58	.....	28,134,736.46
Grand Total construction and equipment, ...	\$29,863,815.25	\$2,014,984.90	.....	\$31,878,800.15
†Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$153,306.21

*Including gas and electric department betterments.

†Including gas and electric properties.

Construction and Equipment, Leased Lines.

None.

Income Account for Month ending August 1, 1906.

Gross earnings from operation for July, 1906, ...	\$206,760.08
Operating expenses for July, 1906, ...	105,404.13
Net earnings from operation, for July, 1906, ...	\$101,355.95

Income Account.—Continued.**Miscellaneous income:**

Interest on deposits, ...	707.89	
Income from securities owned, ...	454.76	
Rent of leased lines, ...	893,750.00	
Gas and electric departments, for July, 1906, ...	19,422.97	
		<u>914,335.62</u>

Gross income less operating expenses, ...	\$1,015,691.57
Deductions from income:	

Taxes:

On real and personal property, ...	\$115.46	
On capital stock, ...	10,000.00	
		<u>10,115.46</u>

Interest:

On funded debt, ...	610,392.00	
On floating debt, ...	1,498.66	
		<u>611,890.66</u>

General expenses since August 1, 1906, ...	3,448.66	
		<u>625,454.78</u>

Net income, ...	\$390,236.79
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Deductions from net income:

Sinking fund, ...	\$57,250.42	
Dividends 3% on \$6,022,800.00 preferred stock, ...	180,684.00	
		<u>237,934.42</u>

Surplus for year, ...	152,302.37
Surplus at beginning of year, ...	573,788.73
	<u></u>

Profit or loss adjustments during year:

Credits: Accident insurance fund, \$23,604.42	
Surplus Thomaston and Watertown Electric R'y Co., ...	51,052.22
	<u>74,656.64</u>

\$800,747.74

Debits: Preferred stock dividends, accumulated prior to this year, ...	560,956.19
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Surplus at close of year, ...	\$239,791.55
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Gross Earnings from Operations.

	July, 1906.	July, 1906
Car earnings:		
Passengers, ...	\$202,390.54	
Chartered cars, ...	2,545.23	
Mail, ...	41.67	
Express, ...	1,136.35	
	<u></u>	\$206,113.79

Gross Earnings from Operations.—*Continued.*

Miscellaneous earnings:

Advertising, ...	\$334.33	
Rent of tracks, ...	79.75	
Rent of equipment, ...	60.00	
Sale of power, ...	172.21	
		646.29
Total, ...		
		\$206,760.08

Operating Expenses.

MAINTENANCE.

	July, 1906.	July, 1906.
Way and structures:		
Maintenance of track and roadway, ...	\$15,404.10	
Maintenance of electric line, ...	3,780.28	
Maintenance of buildings and fixtures, ...	445.95	
Total, ...		\$19,630.33

Equipment:

Maintenance of steam plant, ...	\$652.46	
Maintenance of electric plant, ...	31.54	
Maintenance of cars, ...	7,484.78	
Maintenance of electric equipment of cars, ...	4,604.22	
Maintenance of miscellaneous equipment, ...	33.85	
Miscellaneous shop expenses, ...	325.76	
Total, ...		13,132.61

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$2,361.00	
Fuel for power, ...	5,577.64	
Water for power, ...	233.32	
Lubricants and waste for power plant, ...	353.70	
Miscellaneous supplies and expenses of power plant, ...	361.09	
Hired power, ...	5,573.01	
Total, ...		14,459.76

Operation of cars:

Superintendence of transportation, ...	\$1,848.48	
Wages of conductors, ...	16,426.79	
Wages of motormen, ...	16,648.70	
Wages of miscellaneous car service employees, ...	264.45	
Wages of car house employees, ...	2,462.02	
Car service supplies, ...	927.00	
Miscellaneous car service expenses, ...	1,080.11	
Cleaning and sanding track, ...	1,359.27	
Total, ...		41,016.82

Operating Expenses.—Continued.

GENERAL.

	July, 1906.	July, 1906.
Salaries of general officers, ...	\$2,023.11	
Salaries of clerks, ...	2,009.53	
Printing and stationery, ...	373.54	
Miscellaneous office expenses, ...	373.69	
Advertising and attractions, ...	1,967.54	
Miscellaneous general expenses, ...	1,589.98	
Damages, ...	4,916.94	
Legal expenses in connection with damages, ...	204.00	
Miscellaneous legal expenses, ...	2,305.40	
Rent of land and buildings, ...	219.64	
Insurance, ...	1,181.24	
Total, ...		\$17,164.61
Grand total, ...		\$105,404.13

Comparative General Balance Sheet.

(Showing Condition at Close of Business August 1, 1906.)

Total, June 30, 1906.	Assets.	Total, Aug. 1, 1906.	Increase, Month ending Aug. 1, 1906.	Decrease, Month ending Aug. 1, 1906.
\$29,863,815.25	Construction and equip- ment,	\$31,878,800.15	\$2,014,984.90	
	Other permanent invest- ments as follows:			
132,367.00	Roton Point (property and lease),			\$132,367.00
	The Consolidated Rail- way Co., Liability on Expiration of Lease,	750,471.39	750,471.39	
	Current assets, as fol- lows:			
	Colonial Trust Co., Rental Fund,	40,438.96	40,438.96	
42,213.67	Cash,	3,195.93		39,017.74
2,200.00	Bills receivable,			2,200.00
102,341.65	Accounts receivable,	3,790.28		98,551.37
246,359.28	Material and supplies,			246,359.28
29,616.74	Prepaid accounts,			29,616.74
34,189.42	Reconstruction acct.,			34,189.42
61,292.95	Sinking fund trustee,	696.97		60,595.98
911.25	Premiums, etc., on sink- ing fund bonds,			911.25
	The Consolidated Rail- way Co., Rental,	51,031.83	51,031.83	
2.29	Treasury bonds,	2.29		
57,000.00	Sinking fund bonds,	184,000.00	127,000.00	
	Colonial Trust Co., Dividend Fund,	900,014.22	900,014.22	
\$30,572,309.50	Total,	\$33,812,442.02	\$3,240,132.52	

Total, June 30, 1906.	Liabilities.	Total, Aug. 1, 1906.	Increase, Month ending Aug. 1, 1906.	Decrease, Month ending Aug. 1, 1906.
\$5,809,000.00	Capital stock, preferred,	\$8,142,900.00	\$2,333,900.00	.....
9,191,000.00	Capital stock, common,	8,977,200.00	.....	\$213,800.00
12,776,192.88	Funded debt,	13,466,078.36	689,885.48	.....
	Current Liabilities, as follows:			
308,397.50	Loans and notes payable,	.....	.....	308,397.50
71,570.41	Accounts payable, . . .	1,250.00	.....	70,320.41
.....	Due The Consolidated Railway Co., on Jan. 1st, 1951, as per lease,	60,086.32	60,086.32	.....
	Accrued Liabilities, as follows:			
895.50	Interest on funded debt, accrued and not yet due, ...	895.50	.....	.....
1,245.48	Rentals accrued and not yet due, . . . . .	.....	.....	1,245.48
3,266.89	Advance ticket sales, . . . . .	.....	.....	3,266.89
6,066.22	Deposit accounts, . . . . .	.....	.....	6,066.22
1,274.20	Sinking fund interest, ...	1,426.07	151.87	.....
1,809,000.00	Stock conversion, ...	2,022,800.00	213,800.00	.....
20,611.69	Reserves { ins. fund, . . . . .	.....	.....	20,611.69
.....	{ divid'd fund, ...	900,014.22	900,014.22	.....
573,788.73	Surplus, ...	239,791.55	.....	333,997.18
\$30,572,309.50	Total, ...	\$33,812,442.02	\$3,240,132.52	.....

Mileage, Traffic, and Miscellaneous Statistics.

	For July, 1906.
Passenger car mileage, ...	663,033
Freight, mail, and express car mileage, ...	8,914
Total car mileage, ...	671,947
Passenger car hours, ...	70,277
Freight, mail, and express car hours, ...	1,303
Total car hours, ...	71,580
Fare passengers carried, ...	4,099,592
Transfer passengers carried, ...	840,499
Total passengers carried, ...	4,940,091
Average fare, revenue passengers, ...	\$0.4937
Average fare, all passengers (including transfer passengers), ...	.04097
Car earnings per car mile, ...	.30674
Miscellaneous earnings per car mile, ...	.00096
Gross earnings per car mile, ...	.30770
Car earnings per car hour, ...	2.8795
Miscellaneous earnings per car hour, ...	.0090
Gross earnings per car hour, ...	\$2.8885
Operating expenses per car mile, ...	.1569
Operating expenses and taxes per car mile, ...	.1719

Mileage, Traffic, and Miscellaneous Statistics.—*Continued.*

Operating expenses per car hour, ...	1.4725
Operating expenses and taxes per car hour, ...	1.6138
Operating expenses per cent. of gross earnings, ...	50.97
Operating expenses and taxes per cent. of gross earnings, ...	55.87
Average number of employees, not including officials, during July, ...	1,100
Aggregate amount of wages paid employees, ...	\$58,831.41
Amount of salaries paid officials, as enumerated on page 8, ...	\$2,675.75

CROSSINGS, ETC.

	Number.
Steam railroad crossings at grade unprotected, ...	3
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	6
Steam railroad crossings over grade, ...	24
Steam railroad crossings under grade, ...	3

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: School tickets sold 25 for \$1.00, with refund of 25 cents. In Waterbury 25 tickets sold for \$1.00. In New Britain 21 tickets sold for \$1.00, and 60 ride commutation book good for 60 rides in one month on Newington line (single fare 10 cents) for \$3.00.

Description of Road and Equipment.

TRACK.

	Owned June 30, 1907.	Total Operated to Aug. 1, 1906.
Length of road (first main track), ...	150.041	143.781
Length of second main track, ...	52.181	49.592
Total length of main track, ...	202.222	193.373
Length of sidings and turnouts, ...	7.369	8.988
Total computed as single track, ...	209.591	202.361

RAILS.

	Weight per yard. 56-60 70-72-80	Steel. (Miles of.)	Total.
"T,"	56-60 70-72-80	197.685	197.685
Girder Tram, ...	80-85-90	18.761	18.761
Girder Groove, ...	85	1.172	1.172
Total miles of		217.618	217.618
Gauge of track, 4 feet 8½ inches.			

PAVING.

	Miles.
Asphalt, sheet, ...	2.6246
Asphalt, block, ...	.296
Belgium block, ...	6.0012
Macadam, ...	54.3158
Cobble, ...	16.439
Brick, ...	7.8394
Total miles, ...	87.516

CARS, ETC.

	With Electric Equip- ment.	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	74	23	97
Closed passenger cars equipped with half vestibule,	81	19	100
Closed passenger cars not equipped with vestibule,	2	.....	2
Open passenger cars, ...	194	7	201
Total passenger cars, ...	351	49	400
Express cars, ...	5	.....	5
Work cars, ...	21	17	38
Snow plows, ...	5	24	29
Sweepers, . . . . .	.....	1	1
Miscellaneous, ...	1	.....	1
Total, ...	383	91	474

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day for July, 1906.
Conductors, ...	10	\$2.05 to \$2.25
Motormen, ...	10	2.05 to 2.25
Starters, ...	10	2.50
Watchmen, ...	12	1.75
Switchmen, ...	10	1.00
Roadmen, ...	10	1.50
Hostlers, ...	10	1.75 to 2.00
Linemen, ...	9	2.50
Engineers, ...	10 to 12	2.14 to 3.57
Firemen, ...	10 to 12	2.00
Electricians, ...	10	2.00 to 2.75
Machinists and Mechanics, ...	10	1.75 to 3.30

List of all Accidents during Month ended August 1, 1906.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	10	..	13	..	23
Employees, ...	..	..	..	..	..	..
Other persons, ...	..	1	..	8	..	9
Total, ...	..	11	..	21	..	32

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$896.00

Description of Accidents.

July 1, 1906. Man stepped from moving car in Bridgeport and injured back.

July 2, 1906. Man fell in trying to board a moving car in Bridgeport, and was shaken up and bruised.

July 2, 1906. One passenger injured in derailment of car in New Britain.

July 2, 1906. Two passengers injured by collision of cars in Waterbury.

July 3, 1906. Man stepped from moving car in Waterbury and fell, cutting head.

July 3, 1906. Brake handle struck small boy on car in Bridgeport, cutting him over eye.

July 4, 1906. Six passengers injured in derailment at Bridgeport.

July 6, 1906. Man fell trying to board moving car in Derby and injured arm.

July 9, 1906. Man stepped from moving car in Bridgeport and fell, injuring leg.

July 13, 1906. Man stepped from one car in front of another and was thrown down, cut over right eye, and leg injured.

July 14, 1906. Intoxicated man fell from moving car in Fairfield and received cut on side of head.

July 15, 1906. Man fell from moving car in Waterbury; face scratched.

July 17, 1906. Collision car and bicyclist at Bridgeport; man on wheel injured.

July 18, 1906. Man jumped from moving car in Bridgeport and fell, injuring wrist and chest.

July 19, 1906. Small child picked up on fender at Bridgeport; lips cut.

July 19, 1906. Man jumped from moving car in Bridgeport; foot injured.

July 24, 1906. Collision car and pedestrian in Bridgeport; man's hip injured.

July 25, 1906. Car started while woman was alighting in Bridgeport; woman's shoulder dislocated and internal injuries received.

July 24, 1906. Man shaken up and bruised by collision with car at Waterbury.

July 27, 1906. Man jumped from moving car at Derby and dislocated shoulder.

July 28, 1906. Man tried to board moving car in Waterbury and cut chin.

July 28, 1906. Man jumped from moving car in Norwalk and fell; internal injuries.

July 29, 1906. Man tried to board moving car at Derby and fell, dislocating hip.

July 30, 1906. Man jumped from moving car in New Britain and fell; shaken up and bruised.

July 31, 1906. Woman jumped from moving car in Bridgeport and injured side.

July 31, 1906. Man jumped from moving car in Bridgeport and fell; shaken up and bruised.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Personally appeared before me, A. M. Young, President, and James Ball, Assistant Treasurer, of the Connecticut Railway and Lighting Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial month ending August 1, A. D. 1906, according to the best of their knowledge and belief.

Signed,

A. M. YOUNG,
President.

JAMES BALL,
Ass't Treasurer.

Sworn and subscribed to before me, this 11th day of September, A. D. 1907.

JAMES H. HAGARTY,
Notary Public.

THE CONNECTICUT COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$250,000.00
Capital stock outstanding, ...	250,000.00
Total stock, bonds and floating debt, ...	250,000.00
Cost of construction (not completed), ...	172,723.10
Total cost of construction and equipment, ...	172,723.10
Cost of construction and equipment per mile of road owned, ...	28,787.18
Gross earnings from operation, ...	565,557.08
Operating expenses, ...	538,223.88
Net earnings, ...	27,333.20
Income from other sources, ...	25,460.25
Gross income from all sources, ...	52,793.45
Per cent. of operating expenses to gross earnings, ...	95.17
Gross earnings per mile operated, ...	932.22
Operating expenses per mile operated, ...	887.17
Net earnings per mile operated, ...	45.05
Gross earnings per mile run, ...	.2748
Operating expenses per mile run, ...	.2615
Net earnings per mile run, ...	.0133
Gross earnings per car hour, ...	2.533
Operating expenses per car hour, ...	2.411
Net earnings per car hour, ...	.122
Total length of main track owned (under construction), ...	6
Total length of main track operated, ...	606.676
Total car mileage, ...	2,058,180
Total car hours, ...	223,230
Fare passengers carried, ...	10,774,416
Fare passengers per mile run (passenger), ...	5.33
Fare passengers per car hour (passenger), ...	48.26
Fare passengers per mile of main track operated, ...	177.597
Number of employes, ...	4,802
Accidents: Killed, ...	9
Injured, ...	248

Description of Lines.

From Thomaston to Waterville, six miles under construction.

NOTE. — This report includes the results of the operations for the month of June, 1907.

Corporate Name and Address of Company.

The Connecticut Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated under the laws of the State of Connecticut. Operates electric railways belonging to the New York, New Haven & Hartford Railroad Company.

Officers of the Company.

Name.	Title.	Official Address.
C. S. MELLEN,	President,	New Haven, Conn.
H. A. FABIAN,	Ass't to President,	" " "
CALVERT TOWNLEY,	Vice-President,	" " "
H. M. KOCHERSPERGER,	"	" " "
E. H. MCHENRY,	"	" " "
JOHN G. PARKER,	Secretary,	" " "
AUGUSTUS S. MAY,	Treasurer,	" " "
THOMAS F. PARADISE,	Ass't Treasurer,	" " "
C. L. CAMPBELL,	Auditor,	" " "
A. B. SMITH,	General Traffic Manager,	" " "
J. K. PUNDERFORD,	General Manager,	" " "
E. D. ROBBINS,	General Counsel,	" " "
F. P. HARLAN,	Act. Manager, New Hav. Div.,	" " "
S. ANDERSON,	Manager, Putnam Div.,	Dayville, Conn.
W. P. BRISTOL,	" Hartford Div.,	Hartford, Conn.
J. B. POTTER,	" Stamford Div.,	Port Chester, N. Y.
J. B. JUDGE,	Supt., New Haven Div.,	New Haven, Conn.
R. P. LEE,	" Meriden Div.,	Meriden, "
H. BIGELOW,	" New London Div.,	Norwich, "
C. H. CHAPMAN,	" Middletown Div.,	Middletown, "
FRED MILLER,	" Hartford Div.,	Hartford, "
R. H. SMITH,	" Bridgeport Div.,	Bridgeport "
F. L. BEARDSLEY,	" Derby Div.,	Derby, "
A. V. WAINWRIGHT,	" Norwalk Div.,	Norwalk, "
H. L. WALES,	" Waterbury Div.,	Waterbury, "
L. S. RISLEY,	" New Britain Div.,	New Britain, "

Directors of the Company.

Name.	Residence.
C. S. MELLEN, ...	New Haven, Conn.
GEORGE J. BRUSH, ...	" "
JAMES S. HEMINGWAY, ...	" "
JAMES S. ELTON, ...	Waterbury, "
D. NEWTON BARNEY, ...	Farmington, "
FRANK W. CHENEY, ...	South Manchester, Conn.
CHARLES F. BROOKER, ...	Ansonia, Conn.

Date of close of fiscal year, June 30th.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$250,000.00	2,500	\$100.00	\$250,000.00

Total number of stockholders, 8.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$250,000.00.

Construction and Equipment.

Account.	Additions during year.	Total cost to June 30, 1907.
Engineering and superintendence, ...	\$6,875.10	\$6,875.10
Right of way, ...	5,519.80	5,519.80
Track and roadway construction, ...	143,044.07	143,044.07
Electric line construction, ...	12,542.87	12,542.87
Real estate used in operation of road, ...	3,000.00	3,000.00
Miscellaneous, ...	1,741.26	1,741.26
Total construction, ...	\$172,723.10	\$172,723.10
Grand total construction and equipment, ...	\$172,723.10	\$172,723.10

Income Account for Month ending June 30, 1907.

Gross earnings from operation, ...	\$565,557.08	
Operating expenses, ...	538,223.88	
Net earnings from operation, ...		\$27,333.20
Miscellaneous income: Net earnings light and water departments, ...	\$25,460.25	
		25,460.25
Gross income less operating expenses, ...		\$52,793.45
Deductions from income:		
Taxes: On earnings, ...	412.54	
Guarantee on New England Investment and Se- curity Co., preferred shares, ...	22,993.31	
		23,405.85
Net income, ...		\$29,387.60
Paid to N. Y., N. H. & H. R. R. Co. in accordance with operating agreement, ...		\$29,387.60

Gross Earnings from Operations.**Car earnings:**

Passengers, ...	\$538,367.30	
Chartered cars, ...	2,690.21	
Freight, ...	80.10	
Mail, ...	612.81	
Express, ...	6,752.20	
		\$548,502.62

Miscellaneous earnings:

Advertising, ...	\$2,153.02	
Rent of land and buildings, ...	538.76	
Rent of tracks, ...	1,086.36	
Sale of power, ...	4,643.34	
Other miscellaneous earnings, ...	577.09	
Park earnings, ...	8,055.89	
		\$17,054.46

Total, ...	\$565,557.08
------------------	--------------

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, ...	\$165,886.16	
Maintenance of electric line, ...	17,843.85	
Maintenance of buildings and fixtures, ...	16,922.39	
Total, ...		\$200,652.40

Equipment:

Maintenance of steam plant, ...	\$4,002.14	
Maintenance of electric plant, ...	2,776.46	
Maintenance of cars, ...	45,628.35	
Maintenance of electric equipment of cars, ...	27,860.85	
Maintenance of miscellaneous equipment, ...	744.79	
Miscellaneous shop expenses, ...	3,954.12	
Total, ...		77,058.47

TRANSPORTATION.**Operation of power plant:**

Power plant wages, ...	\$8,889.33	
Fuel for power, ...	41,942.88	
Water for power, ...	864.03	
Lubricants and waste for power plant, ...	1,952.95	
Miscellaneous supplies and expenses of power plant, ...	468.15	
Hired power, ...	15,775.29	
Total, ...		69,892.63

Operation of cars:

Superintendence of transportation, ...	\$5,140.96
Wages of conductors, ...	52,555.09
Wages of motormen, ...	54,158.54
Wages of miscellaneous car service employees, ...	3,319.12
Wages of car house employees, ...	6,750.76
Car service supplies, ...	5,435.76
Miscellaneous car service expenses, ...	5,361.80
Hired equipment, ...	1,077.13
Cleaning and sanding track, ...	4,713.34
Removal of snow and ice, ...	489.57
Total, ...	<u>139,002.07</u>

General:

Salaries of general officers, ...	\$3,795.57
Salaries of clerks, ...	5,793.43
Printing and stationery, ...	751.34
Miscellaneous office expenses, ...	1,545.55
Stores expenses, ...	1,615.06
Stable expenses, ...	1,316.17
Advertising and attractions, ...	9,888.29
Miscellaneous general expenses, ...	4,620.51
Damages, ...	16,667.55
Miscellaneous legal expenses, ...	394.19
Rent of land and buildings, ...	2,781.40
Rent of tracks and terminals, ...	150.00
Insurance, ...	3,801.93
Total, ...	<u>\$51,618.31</u>
Grand total, ...	<u>\$538,223.88</u>

Comparative General Balance Sheet.

(Showing condition at close of business June 30, 1907.)

ASSETS.		Item,
		June 30, 1907.
Construction and equipment, ...		\$172,723.10
Current assets, as follows:		
Cash, ...		459,983.59
Accounts receivable, ...		789,336.16
Materials and supplies, ...		713,822.43
Prepaid accounts, ...		22,994.79
Cash in hands of agents, ...		56,625.81
Total, ...		<u>\$2,215,485.88</u>

LIABILITIES.

	Item, June 30, 1907.
Capital stock, common	\$250,000.00
Current liabilities as follows:	
Accounts payable, ...	1,673,097.29
Advances N. Y., N. H. and H. R. R. Co. for construction, ...	172,723.10
Accrued liabilities as follows:	
Rentals accrued and not yet due, ...	237.50
Accrued water rentals, ...	3,037.87
Earnings paid in advance, ...	6,088.75
Reserves, ...	110,301.37
Total, ...	<u>\$2,215,485.88</u>

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	2,020,087
Freight, mail, and express car mileage, ...	38,093
Total car mileage, ...	2,058,180
Passenger car hours, ...	219,098
Freight, mail, and express car hours, ...	4,132
Total car hours, ...	223,230
Fare passengers carried, ...	10,774,416
Transfer passengers carried, ...	2,304,675
Total passengers carried, ...	13,079,091
Average fare, revenue passengers, ...	4.996
Average fare, all passengers (including transfer passengers), ...	4.12
Car earnings per car mile, ...	.2665
Miscellaneous earnings per car mile, ...	.0083
Gross earnings per car mile, ...	.2748
Car earnings per car hour, ...	2.457
Miscellaneous earnings per car hour, ...	.076
Gross earnings per car hour, ...	2.533
Operating expenses per car mile, ...	.2615
Operating expenses and taxes per car mile, ...	.2617
Operating expenses per car hour, ...	2.411
Operating expenses and taxes per car hour, ...	2.412
Operating expenses per cent. of gross earnings, ...	95.17
Operating expenses and taxes per cent. of gross earnings, ...	95.24
Average number of employees, not including officials, during year, ...	4,802
Aggregate amount of wages paid employees, ...	269,203.58
Amount of salaries paid officials, ...	3,795.57

CROSSINGS, ETC.

Steam railroad crossings at grade unprotected, spur tracks, ...	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	12

Steam railroad crossings at grade protected by signal or interlocking devices, ...	2
Steam railroad crossings over electric, ...	45
Steam railroad crossings under electric, ...	26

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: .

THE CONNECTICUT COMPANY.

Twenty-five ride book, Meriden to Wallingford, for \$2.25.

Twenty-five ride book, Meriden to Yalesville, for \$2.00.

Twenty-five ride book, Meriden to Tracy, for \$1.50.

Twenty-five ride book, Tracy to Wallingford, for \$1.50.

Twenty-five ride book, So. Meriden to Wallingford, for \$2.00.

Forty ride pupil's books for \$1.00.

Monthly commutation tickets in coupon form are sold at one-half the regular rates on the Manchester line.

Fifty trip tickets in ten cent fare limit, Hartford, \$4.00.

Fifty trip tickets in fifteen cent fare limit, Hartford, \$5.00.

Twenty trip tickets, Windsor and Poquonock, \$1.00.

School tickets sold 25 for \$1.00, with refund of 25 cents.

Ten trip tickets Grosvenordale to North Grosvenordale, on Putnam lines, 30 cents.

Twenty-one ride books any 5 cent fare limit, New Britain, \$1.00.

Twenty-five ride books, any 5 cent fare limit, Waterbury, \$1.00.

Twenty trip books, Far Mill River to Paradise Green, Bridgeport lines, \$1.00.

Twenty trip books, Far Mill River to Derby, Bridgeport lines, \$1.00.

Description of Road and Equipment.

TRACK.

	Operated under Agreement.	Total Operated.
Length of road (first main track), 6 miles under construction, ...	479.603	479.603
Length of second main track, ...	127.073	127.073
Total length of main track, ...	606.676	606.676
Length of sidings and turnouts, ...	22.128	22.128
Total computed as single track, ...	628.804	628.804

RAILS.

Name of	Weight per yard.	Steel (Miles of).	Total.
"T,"	40 to 80 lbs.	552.537	552.537
Girder Tram, ...	70 to 90 lbs.	53.190	53.190
Girder Groove, ...	85 to 107 lbs.	8.176	8.176
Total miles of, . . . . .	.....	613.903	613.903

Gauge of track — 4 feet 8½ inches.

PAVING.

	Miles
Asphalt, sheet, ...	12.920
Asphalt, block, ...	1.900
Brick, ...	23.744
Belgium block, ...	18.581
Cobble, ...	18.406
Macadam, ...	169.237
Stone ballast, ...	22.460
Bithulithic, ...	1.589
Wood, ...	.412
Hassam, ...	.094
Total miles, ...	269,343

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	384	15	399
Closed passenger cars equipped with half vestibule, ...	60	1	61
Closed passenger cars not equipped with vestibule, ...	34	9	43
Open passenger cars, ...	593	12	605
Combination closed and open passenger cars, ...	2	..	2
Total passenger cars, ...	1,073	37	1,110
Freight cars, ...	42	6	48
Mail cars, ...	1	..	1
Express cars, ...	17	..	17
Baggage cars, ...	..	1	1
Combination cars, ...	3	0	3
Work cars, ...	25	15	40
Snow plows, ...	30	37	67
Sweepers, ...	11	6	17
Miscellaneous, ...	17	17	34
Total, ...	1,219	119	1,338

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	9½	19c. to 25c. per hour.
Motormen, ...	9½	19c. to 25c. per hour.
Starters, ...	10	\$2.50
Watchmen, ...	12	2.00
Switchmen, ...	9	1.75
Roadmen, ...	10	1.62
Hostlers, ...	10	1.70
Linemen, ...	9½	2.41
Engineers, ...	10	2.60
Firemen, ...	10	2.02
Electricians, ...	10	2.41
Machinists and Mechanics, ...	10	2.35

List of All Accidents During the Month ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	129	..	76	..	205
Employees, ...	1	7	2	3	3	10
Other persons, ...	..	7	6	26	6	33
Total, ...	1	143	8	105		248

June 1, 1907. Burnside, station No. 29, Patrick McCarthy, killed by car running over him.

June 1, 1907. Bridgeport, man tried to board moving car, fell. Three ribs fractured and wrist sprained.

June 1, 1907. Mount Carmel Church, New Haven. Man stepped off moving car, fell, receiving slight injuries.

June 1, 1907. Shelton and Dixwell Aves., New Haven. J. Jones, No. 400 Orchard Street, stepped off moving car, fell, receiving slight injuries.

June 1, 1907. Grand Avenue and Lloyd Street, New Haven. Unknown woman stepped off moving car, fell, receiving slight injuries.

June 2, 1907. Hartford. Car came in contact with some overhead wires that had fallen, and man received shock.

June 2, 1907. Waterbury. Corner of North Willow and Grove Streets. Mrs. Wallenger, Watertown, Conn., team drove out of side street, car hitting team, injuring the woman slightly.

June 2, 1907. High Bridge, Shelton. John Cahill, passenger, received an electric shock by overhead wire.

June 3, 1907. Bridgeport. Part of car fell, striking man's hand, slightly bruising it.

June 4, 1907. Westport. Woman fell while alighting from standing car. Right leg broken.

June 4, 1907. Dixwell Avenue and Charles Street, New Haven. David Ross, No. 208 Dixwell Avenue, stepped off moving car, fell. Slight injuries.

June 4, 1907. Goodwin's Drug Store, Hartford. Mrs. Roche, or Sarah Lutwick, injured by car jumping track.

June 4, 1907. Waterbury. Collision between car and freight train at Bank Street Station. William Raffity, arm, side and body near ribs bruised. William Madden, injured his ankle. Timothy Donahue, injured head and body. Gussie Presadige, ankle sprained and back injured. Edward Ray, arms injured. Alice Coleback, severe nervous shock and bruises. Anna Yorks, ankle broken.

June 6, 1907. Church and Chapel Streets, New Haven. Mrs. Nelson, No. 17 Clifton Street, stepped off moving car and cut about the head.

June 6, 1907. Winchester Avenue and Tilton Street, New Haven. Officer St. Clair, tried to board moving car, complained of his shoulder.

June 7, 1907. Station No. 49, South Windsor. Thomas McGraph, injured by stepping off car backwards.

June 7, 1907. Stratford Avenue, Bridgeport. Employee, J. J. Carroll, thrown from rear platform, hip injured.

June 8, 1907. Chapel and Park Streets, New Haven. Man stepped off moving car, fell, receiving slight injuries.

June 8, 1907. Dixwell and Shelton Avenues, New Haven. Mrs. Ida Barnes, No. 209 Henry Street, stepped off moving car, fell; badly bruised.

June 8, 1907. Church and Center Streets, New Haven. Man stepped off moving car, fell; slight injuries.

June 8, 1907. End of Rainbow line. Christina Welsh, stepped off car before it stopped. Injuries unknown.

June 8, 1907. Hungerford and Park Streets, Hartford. Mr. Louis Gorman hit by bundle of papers thrown by conductor.

June 8, 1907. Reed and Coit Streets, New London. George Champlin, stepped from moving car, fell, dislocating knee.

June 10, 1907. New Park Avenue, Hartford. John Macton, had leg hurt by jumping off before the car stopped.

June 10, 1907. Bridgeport. Collision of team and car. Man's back injured.

June 10, 1907. Stamford. Orchard Street. A. Billings, face cut.

June 10, 1907. Harland's Corner, Norwich. George Whalley, lying side of track, was struck by slowly moving car. Hands slightly cut.

June 10, 1907. Mulholland Corner, Norwich. Italian attempted to board moving construction train, fell to ground. Died later from injuries.

June 10, 1907. Meadow Street, New Haven. Mrs. Amslar stepped off moving car, receiving slight fracture of skull.

June 11, 1907. State and Wall Streets, New Haven. James Neli, No. 14 Wallace Street, West Haven, jumped from moving car which was struck by broken trolley wire. Wrist sprained.

June 11, 1907. Dixwell Avenue, New Haven. E. Anderson, tried to board moving car, and fell. Slight injuries.

June 11, 1907. Sylvan Avenue and Orchard Street, New Haven. Italian girl stepped off moving car. Slightly injured.

June 11, 1907. East Main and Meriden Road, Waterbury. Wilfred Straw stepped off moving car, breaking wrist.

June 11, 1907. Church and Elm Streets, New Haven. Mrs. H. Hines, No. 31 Summer Street, stepped off moving car, fell, receiving slight injuries.

June 13, 1907. Church and Chapel Streets, New Haven. Mrs. Reggeroree, No. 110 Howard Avenue, stepped off car and fell on her knees. Leg bruised.

June 13, 1907. Kimberly Avenue, New Haven. Woman stepped off moving car and fell. Slight injuries.

June 14, 1907. State and Chapel Streets, New Haven. Frank McCormick, fell getting off car. Slight injury.

June 14, 1907. Elm Street and First Avenue, New Haven. Italian boy fell from step of moving car. Head cut.

June 14, 1907. Bridgeport. Man tried to board moving car, fell. Received injuries from which he died later.

June 15, 1907. Grand Avenue and Olive Street, New Haven. B. Mayturs, No. 300 Cedar Street, struck on leg by running board of passing car. Leg bruised.

June 15, 1907. Campbell Avenue and Williams Street, New Haven. Mrs. Olive Lines stepped off moving car and fell. Badly shaken up.

June 15, 1907. Augurville Switch, New Haven. William Leddy fell from platform of moving car. Complained of his side.

June 15, 1907. Dixwell Avenue and Webster Street, New Haven. Woman thrown to ground by sudden starting of the car. Face cut.

June 15, 1907. Congress Avenue and Arch Street, New Haven. Patrick Galvin, No. 90 Orchard Street, stepped off moving car and fell. Cut over eye.

June 15, 1907. Killingly and Wildwood Park, Putnam. Car collided with team of Victor Chase, Putnam. Occupants thrown out, slight bruises.

June 15, 1907. Putnam, Conn. Mary E. LaBelle jumped from car while in motion. Sent to the hospital.

June 15, 1907. Suffield. Austin's Corner. Catherine Keating threw herself in front of moving car and was run over. Died of injuries.

June 15, 1907. North Main Street, Ansonia. William Michoelvitch ran in front of car into fender.

June 15, 1907. Beacon Falls trestle. Walter Wright, employee, fell from power tower wagon and hurt his back.

June 15, 1907. Naugatuck. Miss Bohil, No. 189 Hillside Avenue, car standing still, lady getting off, fell. Back injured slightly.

June 15, 1907. Bridgeport. Collision between car and team. Man's head cut and hand bruised.

June 16, 1907. Quinnipiac Avenue, New Haven. Charles Hall, traveler on highway, struck by moving car. Died at New Haven Hospital.

June 16, 1907. Church and Chapel Streets, New Haven. Margarette Egan of Grand Avenue stepped off moving car and fell. Bruised about the body.

June 16, 1907. Hartford, opposite brick yard, Sisson Avenue. J. P. Sorenson, Annie Sorenson, James Sorenson, Anna Sorenson, Lester Harte. Slightly injured in collision between car and team.

June 16, 1907. West Main Street, near Cook Avenue, Meriden. Lizzie Dostmann stepped off moving car. Arm bruised.

June 16, 1907. Martin Street, Waterbury. Mr. James Horgan, No. 498 Baldwin Street, jumped from moving car, injuring right shoulder and side of head seriously.

June 17, 1907. Huyshope Avenue, Hartford. W. Winiki, killed by being run over by work car.

June 17, 1907. Buckland, stations Nos. 46 and 47. Minnie Ricci injured by jumping off car.

June 17, 1907. Campbell and New Street, New Haven. Jennie Jones, No. 588 Savin Avenue, stepped off moving car and fell, cutting her head.

June 17, 1907. Church and Chapel Streets, New Haven. Mrs. McHugh thrown to ground by sudden starting of car.

June 17, 1907. Chapel and Orange Streets, New Haven. Collision between car and team. Driver thrown to ground.

June 17, 1907. West End car barn, Waterbury. J. R. Jones jumped from moving car, fell, cutting left hand and skinning shin.

June 17, 1907. Washington and James Streets, Waterbury. Andrew Jansuchsy, No. 471 West Main Street, tried to jump moving car between poles. Face and hands scratched.

June 18, 1907. Asylum and High Streets, Hartford. Harry James slightly injured by being struck by car.

June 19, 1907. Grand Avenue and Olive Streets, New Haven. Frank Porter tried to board moving car, fell. Hand cut.

June 19, 1907. Grand Avenue and Olive Street, New Haven. A. Bertine, No. 768 Grand Avenue, stepped off moving car and fell. Cut about the head.

June 19, 1907. Church and Chapel Streets, New Haven. Man tried to board moving car and fell. Slight injuries.

June 19, 1907. Main Street, West Haven. Mrs. Klebe, No. 196 Putnam Street, stepped off moving car and fell.

June 19, 1907. Burnside. Mr. Daly badly injured by falling off running board.

June 20, 1907. Grand Avenue and Bradley Street, New Haven. Mrs. C. H. Potter thrown to ground by sudden starting of car. Badly bruised about the body.

June 21, 1907. State and Chapel Streets, New Haven. S. Leboff, No. 63 York Street, tried to board moving car and fell. Slight injuries.

June 21, 1907. Wethersfield Avenue yard. Michael Rose, foot crushed by falling rail.

June 21, 1907. Farmington Avenue, Hartford. John Combert, injured by falling off car.

June 21, 1907. York and Chapel Streets, New Haven. Mrs. Taylor, No. 844 Elm Street, thrown to ground by sudden starting of car. Badly injured.

June 21, 1907. Meriden, North Colony Street, near Wilcox Avenue. R. Barrington fell from running board while changing from one seat to another. Slight bruises.

June 22, 1907. Grand Avenue, New Haven. Alfred Burton, traveler on highway, struck by moving car. Head cut.

June 22, 1907. York Street and Broadway, New Haven. M. Riley fell from platform of moving car. Badly shaken up.

June 22, 1907. Broadway switch, New Haven. Woman stepped off moving car and fell. Head cut.

June 22, 1907. Congress Avenue and Liberty Street, New Haven. Italian child, four years old, struck by car and died almost instantly.

June 22, 1907. Union Station, New Haven. Man stepped off moving car and fell. Slightly injured.

June 22, 1907. Lion Park, New Haven. Man stepped off moving car and fell. Slightly injured.

June 22, 1907. Congress Avenue and Hill Street, New Haven. Nick Persky, No. 44 Wallace Street, tried to board moving car and fell. Slight injury.

June 22, 1907. New Britain. Collision of cars. Ninety-three passengers injured.

June 23, 1907. Edgewood Avenue, New Haven. Mrs. Crowley, No. 1958 Whalley Avenue, jumped from moving car, which was struck by a broken wire. Badly injured.

June 23, 1907. Sylvan Avenue, New Haven. Mr. Gillen stepped off moving car and fell. Slight injuries.

June 23, 1907. Fort Hale Park, New Haven. Woman stepped off moving car and fell. Slight injuries.

June 23, 1907. Near Wallingford. Collision of cars. One passenger injured.

June 23, 1907. Benton Street and Wethersfield Avenue, Hartford. Mr. Kellyhan injured by falling when getting off car.

June 23, 1907. Cedar Hill Avenue, Hartford. Conductor Charles Kranphoff, injured hand when side bar was being lowered.

June 23, 1907. Bridgeport. Woman stepped from moving car, fell and bruised her hips, and head cut.

June 23, 1907. Bridgeport. Man tried to board a moving car, fell and cut hand.

June 23, 1907. Division and Bank Streets, New London. G. Ferino ran in front of moving car and was struck. Nose cut and bruised.

June 23, 1907. McGlones House, Norwich. Mrs. Taylor stepped from moving car and fell. Bruised.

June 24, 1907. New Britain Avenue, Hartford, Frank Riccio, injured hand while moving rail.

June 24, 1907. Alden and Annawan Streets, Hartford. Mrs. Hansome, injuries unknown, jumped off car.

June 24, 1907. Meriden. Rear end collision. N. H. cars bumped Wallingford car. Woman slightly shaken up.

June 24, 1907. Corner Wolcott Street, Waterbury. Miss J. Finnegan, No. 750 East Main Street, car came to a stop, started up slowly. Motorman threw on car brake, throwing her to floor. Back and legs injured. Internal injuries.

June 24, 1907. Congress Avenue and Baldwin Street, New Haven. Mr. Jacobs thrown to ground by sudden starting of car. Side and shoulder bruised.

June 24, 1907. High and Chapel Streets, New Haven. Mrs. M. C. Williams stepped off moving car and fell. Badly bruised.

June 25, 1907. Grand Avenue and Jefferson Street, New Haven. G. Weisman, No. 913 Grand Avenue, tried to board moving car, fell, cutting his knee.

June 25, 1907. Chapel Street, near Warner Hall, New Haven. Mrs. Benjamin, No. 1010 Chapel Street, stepped off moving car and fell. Slight injuries.

June 25, 1907. Bridgeport. Man stepped in front of a moving car and was struck. Face cut.

June 26, 1907. Dixwell Avenue and Henry Street, New Haven. L. A. Reading, West Haven. Fell getting off car. Slight injuries.

June 26, 1907. Shelton Avenue and Reade Street, New Haven. C. F. Rengler stepped off moving car and fell. Complained of his leg.

June 26, 1907. New Britain. Man knocked off running board by a sewer construction sign, received several bruises and a severe shock.

June 26, 1907. Station 5, Hartford. Mrs. Ostrant and Mrs. Sambers slightly injured by jumping from car when fuse burned out.

June 26, 1907. Cornell Street, Shelton. Charles Collins, employee, tried to board moving car. Hip bruised.

June 27, 1907. South end of Griggs & Smith switch, Waterbury. Timothy Foley collected fares on running board, hit head on standing car. Severe injuries to head.

June 27, 1907. Park Street, near Pope's Park, Hartford. Thomas Curry run over by car and killed.

June 28, 1907. Station No. 83, Hartford. F. A. Smith sprained ankle while getting off car.

June 28, 1907. Bridgeport. Accident occurred at power house by steam escaping from one of the pipes, two employees burned, one dying four days after the accident.

June 29, 1907. Bridgeport. Girl stepped from moving car, fell. Injured arm.

June 29, 1907. Chapel and College Streets, New Haven. W. F. Chipman, No. 749 Chapel Street, tried to board car, fell. Slight injuries.

June 29, 1907. Anderson Avenue, near Oyster River, New Haven. Louis Schwartz, No. 216 State Street, guard rail fell, striking him on head. Slight injuries.

June 29, 1907. Station No. 29, Glastonbury. George Peck, injured by lying on track.

June 29, 1907. Central Avenue, Bridgeport. Edna Dunn, passenger, jumped from car while in motion. Head cut.

June 29, 1907. Maple Street, East Main line, Waterbury. J. Burns, No. 497 East Main Street, stepped off standing car. Slight injuries to leg and side.

June 29, 1907. Near Judge Street, Waterbury. Unknown man crossed in rear of out-going car, in-going car hit him, cutting his head and face.

June 29, 1907. North Main and Spencer Avenue, Waterbury. Mr. Martin of Waterville, standing near track, passing car hit him, injuring his arm.

June 29, 1907. Thomas O'Reilly of Waterbury, claims to have been thrown from car and injured about head, back and face. Corner North Elm and Cole Street.

June 30, 1907. Bridgeport. Man jumped from moving car. Head injured.

June 30, 1907. Broad and Park Streets, Hartford. John J. Kreuger, Randell Street, stepped off moving car and fell, hurting his knee.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN } ss.

Personally appeared before me, C. S. Mellen, President, and A. S. May, Treasurer, of the Connecticut Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the month ending June 30, A. D. 1907, according to the best of their knowledge and belief.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this 15th day of October, A. D. 1907.

MAURICE K. DUGAN,
Notary Public.

DANBURY & BETHEL STREET RAILWAY COMPANY.

Summary of Financial Condition, etc.

Capital authorized by charter, ...	\$623,000.00
Capital stock outstanding, ...	320,000.00
Bonds outstanding, ...	300,000.00
Floating indebtedness, ...	13,000.00
Total stock, bonds, and floating debt, ...	633,000.00
*Capital stock issued per mile of road owned, ...	23,005.03
*Bonds issued per mile of road owned, ...	21,567.22
Cost of construction, ...	465,213.50
Cost of equipment, ...	207,532.51
Total cost of construction and equipment, ...	672,746.01
*Cost of construction and equipment per mile of road owned, ...	48,364.19
Gross earnings from operation, ...	113,200.56
Operating expenses, ...	80,330.28
Net earnings, ...	32,870.28
Gross income from all sources, ...	113,200.56
Per cent. of operating expenses to gross earnings, ...	70.96
*Gross earnings per mile operated, ...	8,138.07
*Operating expenses per mile operated, ...	5,775.00
*Net earnings per mile operated, ...	2,363.07
Gross earnings per mile run, ...	.2624
Operating expenses per mile run, ...	.1862
Net earnings per mile run, ...	.0762
Gross earnings per car hour, ...	2.361
Operating expenses per car hour, ...	1.675
Net earnings per car hour, ...	.686
Taxes paid state, ...	2,838.70
Interest paid, ...	13,102.86
Dividend paid, ...	12,800.00
Total length of main track owned, ...	13.910
Total length of main track operated, ...	13.910
Total car mileage, ...	431,428
Total car hours, ...	47,936
Fare passengers carried, ...	2,265,751
Fare passengers per mile run (passenger), ...	5.251
Fare passengers per car hour (passenger), ...	47.266
* Fare passengers per mile of main track operated, ...	162.886
Number of employees, ...	70
Accidents: Killed, ...	None
Injured, ...	7

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel	5.445	.196	.224	5.865
White St.	Lake Kenosia	4.927	1.923	.745	7.595
Main St.	Davis St.	.897	.....	.....	.897
West St.	West Wooster, by way of William St.	.522	.... .	.... .	.522
		11.791	2.119	969	14.879

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Co., Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

S. C. HOLLEY,	President,	Danbury, Conn.
S. H. WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

S. C. HOLLEY,		Danbury, Conn.
M. H. GRIFFING,		" "
A. W. HOLLEY,		" "
A. E. TWEEDY,		" "
E. A. STRATTON,		" "
S. H. WAGNER,		New Haven, Conn.
THOS. M. WALLER,		New London, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	Rate.	Amount.
Common	\$623,000.00	12,800	\$25.00	\$320,000.00	4 per cent.	\$12,800.00

Total number of stockholders, 80.

Total number of stockholders in this state, 58.

Amount of stock held in this state, \$282,500.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mtg. Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00
Gen'l Mtg. Bonds.	May 1, 1906	30	May 1, 1936	300,000.00	100,000.00
Total.....				\$500,000.00	\$300,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00
5 per cent.	May and November.	2,839.22
Total.....		\$12,839.22

Per mile of single track owned exclusive of sidings and turnouts, 13,910 miles.

Capital stock outstanding. \$23,005.03

Funded debt outstanding. 21,567.22

Total, ... \$44,572.25

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during year.	Total cost to June 30, 1907.
Construction, ...	\$364,623.12	\$34,120.02	\$398,743.14
Real estate, buildings, and fixtures used in operation of road, ...	37,255.03	29,215.33	66,470.36
Total construction, ...	\$401,878.15	\$63,335.35	\$465,213.50
Power plant equipment, ...	\$47,968.08	\$13,431.75	\$61,399.83
Equipment, ...	131,421.95	14,710.73	146,132.68
Total equipment, ...	\$179,390.03	\$28,142.48	\$207,532.51
Grand total construction and equipment, ...	\$581,268.18	\$91,477.83	\$672,746.01
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...	\$48,364.19		

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$113,200.56	
Operating expenses, ...	80,330.28	
Net earnings from operation, ...		\$32,870.28
Gross income less operating expenses, ...		\$32,870.28
Deductions from income:		
Taxes:		
On real and personal property, ...	\$204.70	
On capital stock, ...	2,833.70	\$3,043.40
Interest:		
On funded debt, ...	\$12,839.22	
On floating debt, ...	263.64	13,102.86 — 16,146.26
Net income, ...		\$16,724.02
Dividends, 4% on \$320,000.00, common stock, ...		12,800.00
Surplus or deficit for year, ...		\$3,924.02
Surplus at beginning of year, ...	46,279.41	
Profit or loss adjustments during year: debits, ...	2,500.00	43,779.41
Surplus at close of year, ...		\$47,703.43

Gross Earnings from Operation.

Car earnings: passengers, ...	\$111,880.20	
Miscellaneous earnings:		
Advertising, ...	\$383.32	
Sale of power, ...	273.64	
Sale of metal, ...	663.39	1,320.36
Total, ...		\$113,200.56

MAINTENANCE.

Way and structures:		
Maintenance of track and roadway, ...	\$4,715.89	
Maintenance of electric line, ...	610.93	
Maintenance of buildings and fixtures, ...	460.33	
Total, ...		\$5,787.15
Equipment:		
Maintenance of steam plant, ...	\$1,466.35	
Maintenance of electric plant, ...	5,232.60	
Maintenance of cars, ...	8,152.47	
Maintenance of electric equipment of cars, ...	5,592.85	
Total, ...		\$20,444.27

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,014.80
Fuel for power, ...	9,159.21
Water for power, ...	133.50
Lubricants and waste for power plant, ...	370.07

Total, ... \$13,677.58

Operation of cars:

Wages of conductors, ...	\$12,200.74
Wages of motormen, ...	11,538.45
Wages of car house employees, ...	1,096.96
Cleaning and sanding track, ...	706.34
Removal of snow and ice, ...	1,307.06

Total, ... \$26,849.55

General:

Salaries of general officers, ...	\$3,288.92
Salaries of clerks, ...	674.88
Printing and stationery, ...	657.00
Miscellaneous office expenses, ...	617.65
Stable expenses, ...	250.63
Advertising and attractions, ...	791.24
Miscellaneous general expenses, ...	868.91
Damages, ...	854.00
Legal expenses in connection with damages, ...	600.00
Miscellaneous legal expenses, ...	175.84
Cr. Insurance Fund, ...	3,030.76
Insurance, ...	1,761.90

Total, ... \$13,571.73

Grand total, ... \$80,330.28

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, year ending June 30, 1907.	Decrease, year ending June 30, 1907.
\$581,268.18	Construction and equip- ment, ...	\$672,746.01	\$91,477.83	.....
	Other permanent invest- ments as follows:			
22,792.26	Kenmere property, ...	22,792.26	.....	.....
1,106.23	Land Lake Kenosia, ...	1,106.23	.....	.....
	Current assets, as follows:			
165.00	Accounts receivable, ...	742.04	577.04	.....
3,901.33	Material and supplies, ...	1,885.94	.....	\$2,015.39
205.25	Tools, instruments, etc., ...	252.62	47.37	.....
596.25	Extensions, . . . . .	.....	.....	596.25
\$610,034.50	Total, ...	\$699,525.10	\$92,102.24	\$2,611.64

Comparative General Balance Sheet. — *Continued.*

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, year ending June 30, 1907.	Decrease, year ending June 30, 1907.
\$320,000.00	Capital stock, common,	\$320,000.00	.....	.....
200,000.00	Funded debt, . . .	300,000.00	\$100,000.00	.....
	Current Liabilities as fol- lows:			
38,500.00	Loans and notes pay- able, . . .	13,000.00	.....	\$25,500.00
.....	Accounts payable, . .	200.00	200.00	.....
.....	Dividends unpaid, . .	6,400.00	6,400.00	.....
594.75	Bal. overdrawn, . . .	5,558.15	4,963.40	.....
3,630.06	Insurance fund, . . .	6,660.82	3,030.76	.....
2.70	Danbury and Harlem	2.70	.....	.....
1,027.58	Town of Danbury, . .	.....	.....	1,027.58
	Reserves:			
46,279.41	Surplus, . . .	47,703.43	1,424.02	.....
\$610,034.50	Total, . . .	\$699,525.10	\$116,018.18	\$26,572.58

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	431,428
Total car mileage, ...	431,428
Passenger car hours, ...	47,936
Total car hours, ...	47,936
Fare passengers carried, ...	2,265,751
Transfer passengers carried, ...	654,068
Total passengers carried, ...	2,919,819
Average fare, revenue passengers, ...	.0493
Average fare, all passengers (including transfer passengers), ...	.0383
Car earnings per car mile, ...	.2593
Miscellaneous earnings per car mile, ...	.0030
Gross earnings per car mile, ...	.2623
Car earnings per car hour, ...	2.333
Miscellaneous earnings per car hour, ...	.0275
Gross earnings per car hour, ...	2.361
Operating expenses per car mile, ...	.1862
Operating expenses and taxes per car mile, ...	.1932
Operating expenses per car hour, ...	1.675
Operating expenses and taxes per car hour, ...	1.739
Operating expenses per cent. of gross earnings, ...	70.93
Operating expenses and taxes per cent. of gross earnings, ...	73.65
Average number of employees, not including officials, during year, ...	70
Aggregate amount of wages paid employees, ...	\$41,073.78
Amount of salaries paid officials as enumerated on page	3,288.92

Mileage, Traffic, and Miscellaneous Statistics. — *Continued.*

CROSSINGS, ETC.

Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm, ...	3
Steam railroad crossings at grade protected by derailing devices on street railway, ...	3
Steam railroad crossings under grade, ...	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Tickets, 21 for \$1.00.

Description of Road and Equipment.

TRACK.

Length of road (first main track), ...	11.791
Length of second main track, ...	2.119
Total length of track, ...	13.910
Length of sidings and turnouts, ...	.969
Total computed as single track, ...	14.879

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
	48	1.5	1.5
	60	8.342	8.342
"T,"	75	4.037	4.037
Girder Tram, ...	80	1	1
Total miles of, ...		14.879	14.879

Gauge of track — 4 feet 8½ inches.

PAVING.

MILES.

Cobble, ...	11.037
Without paving, ...	2.342
Belgium block, ...	1.
Macadam, ...	.5
Total miles, ...	14.879

Description of Road and Equipment. — *Continued.*

CARS, ETC.

	With Electric Equip- ment..	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	3		3
Closed passenger cars equipped with half vestibule,	12	.....	12
Closed passenger cars not equipped with vestibule,	.....	3	3
Open passenger cars,	12	9	21
Total passenger cars,	27	12	39
Work cars,	3	.....	3
Sweepers,	2	.....	2
Total,	3	12	44

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	9	20 & 22½c. per hr.
Motormen,	9	" "
Watchmen,	12	\$1.70
Roadmen,	10	1.66
Linemen,	10	2.00
Engineers,	12	3.00
Firemen,	12	2.00
Machinists and mechanics,	10	3 00

List of all Accidents During Year ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		1	.....	.....	.....	1
Employees,				1	.....	1
Other persons,		1	.....	4	.....	5
Total,		2	.....	5	.....	7

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$854.00

Description of Accidents.

Miss Florence DeVevan, Main St., July 23, 1906. She got on running-board to steal a ride while car was standing still. When car started she fell off; shaken up.

Sidney True, Greenwood Ave., Bethel, July 26, 1906. Horse frightened at car. Mr. True was thrown out and shaken up.

Samuel Newman, White St., Oct. 25, 1907. Car started before he got on; fell and was bruised.

J. C. B. Ransom, Grassy Plain St., Bethel. Horse frightened at car. Thrown out of sleigh and bruised.

Walter McSouth, North St., Feb. 20, 1907. Coasting down hill, ran into car; head cut.

Samuel Hager, June 24, 1907. Drove in front of car, wagon was upset. Mr. Hager was thrown out; knee hurt.

P. Duffy, Motorman, South St., March 1, 1907. Tried to get on front platform, slipped and fell under car; front wheel ran over leg; taken to hospital; leg amputated.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1907, according to the best of their knowledge and belief.

SAMUEL C. HOLLEY,

President.

M. H. GRIFFING,

Treasurer.

Sworn and subscribed to before me, this 16th day of September, A.D. 1907.

A. N. WILDMAN,

Notary Public.

THE FARMINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$189,000.00
Capital stock outstanding, ...	157,500.00
Bonds outstanding, ...	30,000.00
Floating indebtedness, ...	38,500.00
Total stock, bonds, and floating debt, ...	226,000.00
Capital stock issued per mile of road owned, ...	19,484.53
*Bonds issued per mile of road owned, ...	3,092.78
Cost of construction, ...	139,095.44
Cost of equipment, ...	82,722.70
Total cost of construction and equipment, ...	221,818.14
*Cost of construction and equipment per mile of road owned, ...	22,867.85
Gross earnings from operation, ...	62,342.46
Operating expenses, ...	57,007.88
Net earnings, ...	5,334.58
Gross income from all sources, ...	5,334.58
Per cent. of operating expenses to gross earnings, ...	91.44
*Gross earnings per mile operated, ...	4,453.03
*Operating expenses per mile operated, ...	4,071.99
*Net earnings per mile operated, ...	381.04
Gross earnings per mile run, ...	.2908
Operating expenses per mile run, ...	.2659
Net earnings per mile run, ...	.0249
Gross earnings per car hour, ...	3.4253
Operating expenses per car hour, ...	3.1323
Net earnings per car hour, ...	.0293
Taxes paid state, ...	1,356.00
Interest paid, ...	2,818.89
Dividends paid, ...	None
Total length of main track owned, ...	9.7000
Total length of main track operated, ...	14.000
Total car mileage, ...	214,360
Total car hours, ...	18,200

* Mileage to be used in this computation should not include that of sidings and turnouts.

Fare passengers carried, ...	426,580
Fare passengers per mile run (passenger), ...	2.146
Fare passengers per car hour (passenger), ...	23.438
Fare passengers per mile of main track operated, ...	30,470
Number of employees, ...	31
Accidents: Killed, ...	None
Injured, ...	1

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville Trackage rights from W. Hartford to City Hall, Hartford.	West Hartford,	9.700	9.700	1.100	10.800
					

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized as Hartford and West Hartford Horse Railroad Co. Purchased at auction by bondholders, July, 1899. Organized as the Farmington Street Railway Co. on October 19, 1899.

Officers of the Company.

Name.	Title.	Official Address.
E. D. ROBBINS,	President,	Wethersfield, Conn.
D. NEWTON BARNEY,	Vice-President,	Farmington, "
CHAS. E. HUBBARD,	Secretary,	Hartford, "
E. D. ROBBINS,	Treasurer,	Wethersfield, "
A. J. BROUGHEL,	Asst. Treasurer,	Hartford, "
CHARLES E. HUBBARD,	General Manager,	" "
E. D. ROBBINS,	General Counsel,	Wethersfield, "
T. L. MCCORMACK,	Superintendent,	Unionville, "

Directors of the Company.

Name.	Residence.
E. D. ROBBINS, ...	Wethersfield, Conn.
D. NEWTON BARNEY, ...	Farmington, "
W. A. HOOKER, ...	" "
CHARLES E. HUBBARD, ...	Hartford, "
A. J. BROUGHTEL, ...	" "

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Preferred,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz : \$157,500.00.

Total number of stockholders, 27.

Total number of stockholders in this state, 23.

Amount of stock held in this state, \$57,800.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	

Per mile of single track owned exclusive of sidings and turnouts, 9.7000 miles:

Capital stock outstanding, ...	\$19,484.53
Funded debt outstanding, ...	3,092.78

Total, ...	\$22,577.31
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Construction and Equipment.

Account.	Total Cost to June 30, 1906.	Additions during Year.	Deductions during Year.	Total Cost to June 30, 1907.
Right of way, ...	\$15,061.70	.....	.....	\$15,061.70
Track and roadway construction, . .	69,596.23	\$6,005.82	.....	75,602.05
Electric line construction, ...	40,971.55	.....	.....	40,971.55
Real estate used in operation of road, ...	1,000.00	.....	.....	1,000.00
Buildings and fixtures used in operation of road, ...	3,882.14	\$2,578.00	.....	6,460.14
Total construction, ...	\$130,511.62	\$8,583.82	.....	\$139,095.44
Power plant equipment, ...	\$1,302.25	.....	.....	1,302.25
Shop tools and machinery, ...	800.00	.....	.....	800.00
Cars, ...	34,061.59	\$5,492.07	.....	39,553.66
Electric equipment of cars, ...	36,951.81	1,750.30	.....	38,702.11
Miscellaneous equipment, ...	1,140.68	1,224.00	.....	2,364.68
Total equipment, ...	\$74,256.33	\$8,466.37	.....	\$82,722.70
Grand total construction and equipment, ...	\$204,767.95	\$17,050.19	.....	\$221,818.14
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turn- outs, . . . . .	.....	.....	.....	\$22,867.85

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$62,342.46	
Operating expenses, ...	57,007.88	
Net earnings from operation, ...		\$5,334.58
Deductions from income:		
Taxes on real and personal property, ...	\$1,356.00	
Interest:		
On funded debt, debentures, ...	\$1,500.00	
On floating debt, ...	1,318.89	
	2,818.89	
Net income, ...		\$4,174.89
Surplus for year, ...		\$1,159.69
Surplus at beginning of year, ...		3,768.35
Surplus at close of year, ...		\$4,928.04

Gross Earnings from Operations.

Car earnings:

Passengers, ...	\$60,917.18
Chartered cars, ...	167.81
Freight, ...	208.56
Mail, ...	125.80
Express, ...	768.11

 \$62,187.46

Miscellaneous earnings:

Advertising, ...	155.00
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 Total, ... \$62,342.46
Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ...	\$9,002.97
Maintenance of electric line, ...	3,991.77
Maintenance of buildings and fixtures, ...	270.00

 Total, ... \$13,264.74

Equipment:

Maintenance of cars, ...	\$6,952.41
Maintenance of electric equipment of cars, ...	2,196.74

 Total, ... \$9,149.15

TRANSPORTATION.

Operation of power plant:

Hired power, ...	6,211.44
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Operation of cars:

Superintendence of transportation, ...	\$1,050.00
Wages of conductors, ...	4,118.35
Wages of motormen, ...	4,078.71
Wages of car house employees, ...	2,185.96
Car service supplies, ...	153.62
Miscellaneous car service expenses, ...	589.25
Cleaning and sanding track, ...	63.86
Removal of snow and ice, ...	210.68

 Total, ... 12,450.43

GENERAL.

Salaries of general officers, ...	\$2,483.24
Printing and stationery, ...	38.75
Miscellaneous office expenses, ...	392.20
Miscellaneous general expenses, ...	1,029.55
Damages, ...	85.75

Operating Expenses. — Continued.

Rent of land and buildings, ...	100.00
Rent of tracks and terminals, ...	11,338.73
Insurance, ...	463.90
Total, ...	<u>\$15,932.12</u>
Grand total, ...	<u>\$57,007.88</u>

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$204,767.95	Construction and equipment, Other permanent investments as follows :	\$221,818.14	\$17,050.19	.....
31,500.00	Reserve capital, ...	31,500.00	.....	.....
11,004.43	Current assets as follows :	11,140.80	136.37	.....
	Cash, ...	1,111.00	1,111.00	.....
3,128.11	Accounts receivable, ...	1,490.32	.....	1,637.79
	Material and supplies, ...			
\$250,400.49	Total, ...	267,060.26	\$18,297.56	\$1,637.79

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$189,000.00	Capital Stock, preferred, ...	\$189,000.00	.....	.....
30,000.00	Funded debt debentures, ...	30,000.00	.....	.....
\$23,000.00	Current Liabilities as follows :	38,500.00	15,500.00	.....
4,632.14	Loans and notes payable, ...	4,632.22	.08	.....
3,768.35	Accounts payable, ...	4,928.04	1,159.69	.....
	Surplus, ...			
\$250,400.49	Total, ...	\$267,060.26	\$16,659.77	

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	198,760
Freight, mail, and express car mileage, ...	15,600
Total car mileage, ...	214,360
Passenger car hours, ...	16,060

Mileage, Traffic, and Miscellaneous Statistics. — *Continued.*

Freight, mail, and express car hours, ...	2,140
Total car hours, ...	18,200
Fare passengers carried, ...	426,580
Total passengers carried, ...	426,580
Car earnings per car mile, ...	.2901
Miscellaneous earnings per car mile, ...	.0007
Gross earnings per car mile, ...	.2908
Car earnings per car hour, ...	3.4168
Miscellaneous earnings per car hour, ...	.00085
Gross earnings per car hour, ...	3.4253
Operating expenses per car mile, ...	.26594
Operating expenses and taxes per car mile, ...	.27227
Operating expenses per car hour, ...	3.1323
Operating expenses and taxes per car hour, ...	3.2068
Operating expenses per cent. of gross earnings, ...	91.44
Operating expenses and taxes per cent. of gross earnings, ...	93.61
Average number of employees, not including officials, during year, ...	31
Aggregate amount of wages paid employees, ...	\$15,650.43
Amount of salaries paid officials, ...	3,533.24

CROSSINGS, ETC.

Steam railroad crossings over grade, ...	1
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Foote's Corners tickets, 2½ cents, 40 to a book. Park Street tickets, 3½ cents, 40 to a book.

Description of Road and Equipment.

TRACK.

Track.	Owned.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track), ...	9.700	4.300	14.000
Length of sidings and turnouts, ...	1.100	.....	1.100
Total computed as single track, ...	10.800	4.300	15.100

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (total miles of), 10.800.
Gauge of track, 4 feet, 8½ inches.

Description of Road and Equipment. — *Continued.*

PAVING.

Macadam, 2 miles.

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	8	....	8
Open passenger cars, ...	6	....	6
Total passenger cars, ...	14	....	14
Freight cars, ...	1	3	4
Express cars, ...	1	....	1
Work cars, ...	1	....	1
Snow plows, ...	1	....	1
Sweepers, ...	1	....	1
Total, ...	19	3	22

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, ...	10	\$2.00
Motormen, ...	10	2.00
Roadmen, ...	10	1.75
Hostlers, ...	12	1.75
Linemen, ...	10	2.75
Machinists and Mechanics, ...	10	2.50

List of All Accidents During the Year ended June 30, 1907.

Employee, injured from his own misconduct or carelessness, .	1
Amount paid for injuries and damages caused by accidents:	
Paid by the company, ...	\$85.75

Description of Accidents.

August 16, 1906. Employee in car house was jammed between two cars; severely bruised about back and legs.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Edward D. Robbins, President and Treasurer of the Farmington Street Railway Company, who, being duly sworn,

deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of his knowledge and belief."

Signed,

EDWARD D. ROBBINS,

President and Treasurer.

Sworn and subscribed to before me, this 2d day of October, A. D. 1907.

BIRDSEY E. CASE,

Notary Public.

GROTON & STONINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$600,000.00
Capital Stock outstanding, ...	600,000.00
Bonds outstanding, ...	375,000.00
Floating indebtedness, ...	30,000.00
*Total stock, bonds, and floating debt, ...	1,005,000.00
*Capital stock issued per mile of road owned, ...	30,372.05
*Bonds issued per mile of road owned, ...	18,982.53
Cost of construction, ...	856,628.64
Cost of equipment, ...	158,240.58
Total cost of construction and equipment, ...	1,014,869.22
*Cost of construction and equipment per mile of road owned, ...	51,372.77
Gross earnings from operation, ...	104,073.23
Operating expenses, ...	51,175.95
Net earnings, ...	52,897.28
Gross income from all sources, ...	52,897.28
Per cent. of operating expenses to gross earnings, ...	49.17
*Gross earnings per mile operated, ...	5,268.19
*Operating expenses per mile operated, ...	2,590.53
*Net earnings per mile operated, ...	2,677.66
Gross earnings per mile run, ...	.2426
Operating expenses per mile run, ...	.1193
Net earnings per mile run, ...	.1233
Gross earnings per car hour, ...	3.0945
Operating expenses per car hour, ...	1.5217
Net earnings per car hour, ...	1.5728
Taxes paid state, ...	9,780.00
Interest paid, ...	20,708.09
Dividend paid, ...	15,000.00
Total length of main track owned, ...	19.755
Total length of main track operated, ...	19.755
Total car mileage, ...	428,968
Total car hours, ...	33,631
Fare passengers carried, ...	2,114,513
Fare passengers per mile run (passenger), ...	5.024

* Mileage to be used in this computation should not include that of sidings and turnouts.

Fare passengers per car hour (passenger), ...	64.173
*Fare passengers per mile of main track operated, ...	64,173
Number of employees, ...	40
Accidents: Killed, ...	None
Injured, ...	6

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized August 17, 1903.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
B. F. WILLIAMS,	Vice-President,	Mystic, "
CHAS. D. NOYES,	Secretary,	Norwich, "
COSTELLO LIPPITT,	Treasurer,	" "
THOMAS W. RILEY,	General Manager,	Mystic, "
CHAS. W. COMSTOCK,	General Counsel,	Norwich, "

Directors of the Company.

Name.	Residence.
B. A. ARMSTRONG, ...	New London, Conn.
A. H. CHAPPELL, ...	" " "
THOMAS HAMILTON, ...	Groton, "
C. R. HANSCOM, ...	New London, Conn.
C. W. COMSTOCK, ...	Norwich, "
C. D. NOYES, ...	" "
COSTELLO LIPPITT, ...	" "
B. F. WILLIAMS, ...	Mystic, "
EDWIN W. HIGGINS, ...	Norwich, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in July.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000	7½	\$15,000
Common,	400,000.00	4,000	100.00	400,000	....	.....
Total	\$600,000.00	6,000	.....	600,000		\$15,000

Total number of stockholders, 219.

Total number of stockholders in this state, 207.

Amount of stock held in this state, \$589,400.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mtg. Gold.	July 1, 1904.	20	July 1, 1924.	\$375,000.00	\$375,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.755 miles:

Capital stock outstanding, ... \$30,372.05

Funded debt outstanding, ... 18,982.53

Total, ... \$49,354.58

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during Year.	Deductions during Year.	Total cost to June 30, 1907.
Organization, ...	\$112,937.90			\$112,937.90
Engineering and superintend- ence, ...	128,571.17			128,571.17
Right of way, ...	23,710.97		3,000.00	20,710.97
Track and roadway construc- tion, ...	442,142.23	576.99		442,719.22
Electric line construction, . .	55,019.93			55,019.93
Real estate used in operation of road, ...	11,493.44	60.29		11,553.73
Buildings and fixtures used in operation of road, ...	60,929.16	155.40		61,084.56
Interest and discount, ...	24,031.16			24,031.16
Total construction, ...	\$858,835.90	\$792.68	\$3,000.00	\$856,628.64
Power plant equipment, ...	\$53,884.27			\$53,884.27
Shop tools and machinery, . .	731.32	\$843.80		1,575.12
Cars, ...	42,518.06	1,004.61		43,522.67
Electric equipment of cars, . .	43,619.03			43,619.03
Miscellaneous equipment, . . .	2,778.82			2,778.82
Miscellaneous, ...	12,844.42	16.25		12,860.67
Total equipment, ...	\$156,375.92	\$1,864.66		\$158,240.58
Grand total construction and equipment, ...	1,015,211.88	\$2,657.34	\$3,000.00	\$1,014,869.22
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turnouts, ...				\$51,372.77

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$104,073.23
Operating expenses, ...	51,175.95
Net earnings from operation, ...	\$52,897.28
Gross income less operating expenses, ...	\$52,897.28
Deductions from income:	
Taxes:	
On real and personal property, ...	\$130.44
On capital stock, ...	9,780.00
	\$9,910.44

Income Account for Year ending June 30, 1907. — Continued.

Interest:	
On funded debt, ...	\$18,750.00
On floating debt, ...	1,958.09
	20,708.09
Other deductions from income:	
Thames Ferry Co., ...	3,551.66
Norwich and Westerly Street Railway Co., ...	11.82
	34,182.01
Net income, ...	\$18,715.27
Deductions from net income:	
Dividends 7½% on \$200,000 preferred stock, ...	15,000.00
Surplus for year, ...	\$3,715.27
Surplus at beginning of year, ...	18,710.18
Surplus at close of year, ...	\$22,425.45

Gross Earnings from Operations.

Car earnings:	
Passengers, ...	\$101,320.10
Chartered cars, ...	499.11
Express, ...	611.31
	\$102,430.52
Miscellaneous earnings:	
Advertising, ...	\$1,014.60
Rent of land and buildings, ...	351.50
Sale of junk, etc., ...	276.61
	1,642.71
Total, ...	\$104,073.23

Operating Expenses.**MAINTENANCE.**

Way and structures:	
Maintenance of track and roadway, ...	\$2,860.08
Maintenance of electric line, ...	239.25
Maintenance of buildings and fixtures, ...	72.60
Total, ...	\$3,171.93
Equipment:	
Maintenance of steam plant, ...	\$138.34
Maintenance of electric plant, ...	10.60
Maintenance of cars, ...	2,990.80
Maintenance of electric equipment of cars, ...	2,381.42
Maintenance of miscellaneous equipment, ...	225.13
Miscellaneous shop expenses, ...	378.43
Total, ...	6,124.72

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,169.00
Fuel for power, ...	10,342.18
Water for power, ...	396.25
Lubricants and waste for power plant, ...	396.00
Miscellaneous supplies and expenses of power plant, ...	171.40

15,474.83

Operation of cars:

Superintendence of transportation, ...	\$1,639.17
Wages of conductors, ...	6,940.16
Wages of motormen, ...	6,994.88
Wages of miscellaneous car service employees, ...	245.49
Wages of car house employees, ...	1,682.49
Car service supplies, ...	751.65
Miscellaneous car service expenses, ...	348.91
Cleaning and sanding track, ...	385.50
Removal of snow and ice, ...	233.49

19,221.74

GENERAL.

Salaries of general officers, ...	\$2,258.33
Salaries of clerks, ...	550.81
Printing and stationery, ...	201.07
Miscellaneous office expenses, ...	131.05
Stores expenses, ...	6.44
Advertising and attractions, ...	294.69
Miscellaneous general expenses, ...	614.08
Damages, ...	818.62
Legal expenses in connection with damages, ...	83.47
Miscellaneous legal expenses, ...	131.30
Rent of land and buildings, ...	190.27
Insurance, ...	1,902.60

Total, ... 7,182.73

Grand total, ... \$51,175.95

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$1,015,211.88	Construction and equip- ment, ...	\$1,014,869.22	.....	\$342.66
13,355.75	Current assets as follows:	17,631.23	\$4,275.48	.....
4,300.00	Cash, ...	4,300.00	.....	.....
3,717.55	Bills receivable, . . . . .	.....	.....	3,717.55
	Material and supplies, . . . . .	.....	.....	.....
\$1,036,585.18	Total, ...	\$1,036,800.45	\$4,275.48	\$4,060.21

Comparative General Balance Sheet.—Continued.

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$200,000.00	Capital stock, preferred,	\$200,000 00	.....	.....
400,000.00	Capital stock, common,	400,000.00	.....	.....
375,000.00	Funded debt,	375,000.00	.....	.....
	Current liabilities as fol-			
	lows:			
33,500.00	Loans and notes payable,	30,000.00	.....	\$3,500.00
	Accrued liabilities as fol-			
	lows:			
9,375.00	Interest on funded debt	9,375.00	.....	.....
	accrued and not yet due,			
18,710.18	Surplus,	22,425.45	\$3,715.27	.....
\$1,036,585.18	Total, ...	\$1,036,800.45	\$3,715.27	\$3,500.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	420,824
Freight, mail, and express car mileage, ...	8,144
Total car mileage, ...	428,968
Passenger car hours, ...	32,950
Freight, mail, and express car hours, ...	681
Total car hours, ...	33,631
Fare passengers carried, ...	2,114,513
Complimentary and employees' passes, ...	29,348
Total passengers carried, ...	2,143,861
Average fare, revenue passengers, ...	.0479
Average fare, all passengers (including transfer passengers), ...	.0472
Car earnings per car mile, ...	.2388
Miscellaneous earnings per car mile, ...	.0038
Gross earnings per car mile, ...	.2426
Car earnings per car hour, ...	3.0457
Miscellaneous earnings per car hour, ...	.0488
Gross earnings per car hour, ...	3.0945
Operating expenses per car mile, ...	.1193
Operating expenses and taxes per car mile, ...	.1424
Operating expenses per car hour, ...	1.5217
Operating expenses and taxes per car hour, ...	1.8164
Operating expenses per cent. of gross earnings, ...	49.17
Operating expenses and taxes per cent. of gross earnings, ...	58.69
Average number of employees, not including officials, during year, ...	40
Aggregate amount of wages paid employees, ...	\$26,528.42
Amount of salaries paid officials as enumerated on page 8, ...	3,897.50

CROSSINGS, ETC.

	No.
Steam railroad crossings over grade, ...	3
Steam railroad crossings under grade, ...	1

Mileage, Traffic, and Miscellaneous Statistics.—*Continued.*

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: 50 ride school tickets sold at 3 cents per fare. Workingmen's special rate tickets at \$3.00, good only between certain points and during certain hours.

Description of Road and Equipment.**TRACK.**

	Owued.	Total Operated.
Length of road (first main track), ...	19.755	19.755
Total length of main track, ...	19.755	19.755
Length of sidings and turnouts, ...	.900	.900
Total computed as single track, ...	20.655	20.655

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T,"	70 lbs.	41.310	41.310
Girder Groove, . . . . .	.....	.253	.253
Total miles of, . . . . .	.....	41.563	41.563
Gauge of track, 4 feet 8½ inches.			

PAVING.

	Miles
Belgium block, ...	.0965

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	8	.....	8
Open passenger cars, ...	8	2	10
Total passenger cars, ...	16	2	18
Express cars, ...	1	.....	1
Work cars, ...	1	1	2
Miscellaneous, . . . . .	.....	1	1
Total, ...	18	4	22

Description of Road and Equipment. — *Continued.*

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	10	\$2.05
Motormen, ...	10	2.05
Starters, ...	10	2.43
Watchmen, ...	12	2.10
Roadmen, ...	10	1.50
Engineers, ...	12	2.75
Firemen, ...	12	2.00
Electricians, ...	10	3.09
Machinists and Mechanics, ...	10	2.25

List of All Accidents During the Year ended June 30, 1907.

Passengers, injured from their own misconduct or carelessness,	6
Amount paid for injuries and damages caused by accidents:	
Paid by the company, ...	\$902.09

Description of Accidents.

Aug. 4, 1906.	Woman stepped from car while in motion; slightly injured.
Oct. 7, 1906.	Man slipped on step; slightly bruised.
Dec. 8, 1906.	Boy stumbled on step; head injured.
May 4, 1907.	Man, intoxicated, slipped from car; hand hurt.
May 2, 1907.	Woman stepped from car while in motion; slightly hurt.
June 28, 1907.	Intoxicated man crowded from seat by companion; uninjured.

Oath.

COUNTY OF NEW LONDON, }
STATE OF CONNECTICUT, } ss.

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton and Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,
President.
COSTELLO LIPPITT,
Treasurer.

Sworn and subscribed to before me, this 12th day of September, A. D. 1907.

GUY B. DOLBEARE,
Notary Public.

HARTFORD & SPRINGFIELD STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$1,000,000.00
Capital stock outstanding, ...	785,000.00
Bonds outstanding, ...	961,000.00
Floating indebtedness, ...	25,000.00
Total stock, bonds, and floating debt, ...	1,771,000.00
Capital stock issued per mile of road owned, ...	17,463.84
Bonds issued per mile of road owned, ...	21,379.31
Cost of construction, ...	1,296,085.75
Cost of equipment, ...	475,780.72
Total cost of construction and equipment, ...	1,771,866.47
Cost of construction and equipment per mile of road owned, ...	39,418.61
Gross earnings from operation, ...	175,882.89
Operating expenses, ...	102,579.40
Net earnings, ...	73,303.49
Income from other sources, ...	2,209.55
Gross income from all sources, ...	75,513.04
Per cent. of operating expenses to gross earnings, ...	58.32
Gross earnings per mile operated, ...	3,912.85
Operating expenses per mile operated, ...	2,282.08
Net earnings per mile operated, ...	1,630.77
Gross earnings per mile run, ...	.2122
Operating expenses per mile run, ...	.1202
Net earnings per mile run, ...	.0920
Gross earnings per car hour, ...	2.7990
Operating expenses per car hour, ...	1.6324
Net earnings per car hour, ...	1.1666
Taxes paid state, ...	13,150.00
Interest paid, ...	48,162.61
Dividend paid, ...	14,855.85
Total length of main track owned, ...	44.950
Total length of main track operated, ...	44.950
Total car mileage, ...	828,781
Total car hours, ...	62,838
Fare passengers carried, ...	3,311,564
Fare passengers per mile run (passenger), ...	3.9957
Fare passengers per car hour (passenger), ...	52.7
Fare passengers per mile of main track operated, ...	73.672
Number of employees, ...	88
Accidents: Killed, ...	1
Injured, ...	32

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
East Windsor Hill	State Line.	13.000	2.823	15.823
Windsor	Suffield.	9.700	.056	9.756
Enfield Street	Somers.	7.800	.057	7.857
Warehouse Point	Union Street, Rockville,	14.450	.214	14.664
Total, . . . . .	.....	44.950	3.150	48.100

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Company, Treasurer's office, 53 State Street, Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws as the Enfield and Longmeadow Electric Railway Company.

On April 1, 1904, purchased all the property rights and franchises of the Somers and Enfield Electric Railway Company.

On September 1, 1904, purchased all the property rights and franchises of the Windsor Locks Traction Company.

On July 20, 1906, purchased all the property rights and franchises of the Rockville, Broad Brook and East Windsor St. Ry. Co.

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM A. TUCKER,	President,	Boston, Mass.
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
CHAUNCEY ELDRIDGE,	Treasurer,	Boston, Mass.
NATHAN ANTHONY,	Asst. Treasurer,	" "
H. S. NEWTON,	General Manager,	Warehouse Point, Conn.

Directors of the Company.

WM. A. TUCKER,		Boston, Mass.
CHAUNCEY ELDRIDGE,		" "
JOHN C. RICE,		" "
ARTHUR PERKINS,		Hartford, Conn.
FRANCIS R. COOLEY,		" "
LEWIS SPERRY,		" "
H. S. NEWTON,		Warehouse Point, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Tuesday in July.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIV. DURING YEAR.	
					Rate.	Amount.
Preferr'd } Common }	\$1,000,000.00	2,850	\$100.00	\$285,000.00	6	\$14,855.85
		5,000	100.00	500,000.00		
Total,	1,000,000.00	7,850	.....	785,000.00	....	14,855.85

Total number of stockholders, 351.

Total number of stockholders in this state, 228.

Amount of stock held in this state, \$142,300.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage,	July 1, 1901	20	July 1, 1921	\$600,000.00	\$600,000.00
Windsor Locks Trac- tion Co., 1st Mgt.,	July 1, 1904	20	July 1, 1924	300,000.00	161,000.00
Rockville, Broad Brook & East Windsor St. Ry. 1st Mgt.,	April 1, 1906	20	April 1, 1926	300,000.00	200,000.00
Total,	.....	.....	.....	\$1,200,000.00	\$961,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$30,000.00
5 per cent.	January and July.	8,050.00
5 per cent.	April and October.	10,000.00
Total,	.....	\$48,050.00

Per mile of single track owned exclusive of sidings and turnouts, 44,950.

Capital stock outstanding, ... \$17,463.84

Funded debt outstanding, ... 21,379.31

Total, ... \$38,843.15

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during year.	Total cost to June 30, 1907.
Track and roadway construction, . . .	\$978,987.97	\$60,724.83	\$1,039,712.80
Electric line construction, . . .	199,731.73	1,921.19	201,652.92
Real estate used in operation of road, }			
Buildings and fixtures used in opera- }	45,711.41	37.28	45,748.69
tion of road, ... }			
Investment real estate, ...	2,358.86	3,612.48	5,971.34
Interest and discount, . . . . .	.....	3,000.00	3,000.00
Total construction, ...	\$1,226,789.97	\$69,295.78	\$1,296,085.75
Power plant equipment, ...	\$172,981.15	\$5,865.87	\$178,847.02
Shop tools and machinery, ...	335.22	200.17	535.39
Cars, ... }			
Electric equipment of cars, ... }	278,196.43	15,916.47	294,112.90
Miscellaneous equipment, ...	134.96	940.45	1,075.41
Interest and discount, . . . . .	.....	1,210.00	1,210.00
Total equipment, ...	\$451,647.76	\$24,132.96	\$475,780.72
Grand total construction and equipment,	\$1,678,437.73	\$93,428.74	\$1,771,866.47
Cost of construction and equipment per mile of road owned exclusive of sid- ings and turnouts, . . . . .	.....	.....	\$39,418.61

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$175,882.89	
Operating expenses, ...	102,579.40	
Net earnings from operation, ...		\$73,303.49
Miscellaneous; Park and other sundry items, .		2,209.55
Gross income less operating expenses, . . .		\$75,513.04
Deductions from income:		
Taxes: On capital stock, ...	13,150.00	
Interest: On funded debt, ...	47,475.02	
On floating debt, ...	687.59	
		61,312.61
Net income, ...		\$14,200.43

Deductions from net income:

Dividends on \$285,000.00 preferred stock, . . .	14,855.85
Deficit for year, ...	\$655.42
Surplus at beginning of year, ...	\$11,194.64
Debits: Adjustment supply account, . . .	319.61 — 10,875.03
Surplus at close of year, ...	\$10,219.61

Gross Earnings from Operations.

Car earnings:

Passenger, ...	\$173,426.17
Mail, ...	828.05
	\$174,254.22

Miscellaneous earnings:

Advertising, ...	\$361.95
Rent of land and buildings, ...	16.00
Sale of power, ...	1,250.72
	1,628.67
Total, ...	
	\$175,882.89

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, . . .	\$3,122.97
Maintenance of electric line, ...	2,240.38
Maintenance of buildings and fixtures, . . .	172.78
Total, ...	\$5,536.13

Equipment:

Maintenance of steam plant, ...	\$868.93
Maintenance of electric plant, ...	92.09
Maintenance of cars, ...	5,532.31
Maintenance of electric equipment of cars, . . .	2,815.65
Maintenance of miscellaneous equipment, . . .	399.67
Miscellaneous shop expenses, ...	1,581.28
Total, ...	\$11,289.93

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$6,014.97	
Fuel for power, ...	22,614.58	
Water for power, ...	10.00	
Lubricants and waste for power plant, ...	765.57	
Miscellaneous supplies and expenses of power plant, ...	88.06	
Total, ...		\$29,493.18

Operation of cars:

Superintendence of transportation, ...	\$252.07	
Wages of conductors, ...	14,085.35	
Wages of motormen, ...	13,922.70	
Wages of miscellaneous car service employees, ...	1,782.00	
Wages of car house employees, ...	3,618.61	
Car service supplies, ...	798.69	
Miscellaneous car service expenses, ...	350.21	
Cleaning and sanding track, ...	1,374.88	
Removal of snow and ice, ...	666.20	
Total, ...		\$36,850.71

General:

Salaries of general officers, ...	\$3,999.96	
Salaries of clerks, ...	1,540.03	
Printing and stationery, ...	236.27	
Miscellaneous and office expenses, ...	1,151.78	
Advertising and attractions, ...	5,652.65	
Miscellaneous general expenses, ...	1,523.03	
Damages, ...	240.15	
Miscellaneous legal expenses, ...	537.08	
Rent of land and buildings, ...	30.00	
Rent of tracks and terminals, ...	989.69	
Insurance, ...	3,508.81	
Total, ...		\$19,409.45
Grand total, ...		\$102,579.40

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$1,678,437.73	Construction and equip- ment, per Schedule D, Other permanent invest- ments as follows:	\$1,771,866.47	\$93,428.74	.....
11,040.24	Stocks and bonds of other companies, . . .	11,040.24	.....	.....
5,467.60	Current assets, as follows:			
18,993.50	Cash, ...	1,671.50	.....	\$3,796.10
4,513.14	Bills receivable, . . .	1,971.13	.....	17,022.37
1,508.23	Material and supplies, Prepaid accounts, . . .	7,878.71 1,777.78	3,365.57 269.55	..... .....
\$1,719,960.44	Total, ...	\$1,796,205.83	\$97,036.86	\$20,818.47

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$200,000.00	Capital stock, preferred,	\$285,000.00	\$85,000.00	.....
500,000.00	Capital stock, common,	500,000.00	.....	.....
961,000.00	Funded debt, ...	961,000.00	.....	.....
	Current liabilities as fol- lows:			
28,800.00	Loans and notes pay- able, ...	25,000.00	.....	\$3,800.00
9,442.18	Accounts payable, . .	5,155.08	.....	4,287.10
	Accrued liabilities as fol- lows:			
7,023.62	Taxes accrued and not yet due, ...	7,331.12	307.50	.....
2,500.00	Interest on funded debt accrued and not yet due, ...	2,500.02	.02	.....
11,194.64	Surplus, ...	10,219.61	.....	975.03
\$1,719,960.44	Total, ...	\$1,796,205.83	\$85,307.52	\$9,062.13

Milage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	828,781
Total car mileage, ...	828,781
Passenger car hours, ...	62,838
Total car hours, ...	62,838

Fare passengers carried, ...	3,311,564
Comp. tickets and passes, ...	101,036
Transfer passengers carried, ...	114,651
Total passengers carried, ...	3,527,251
Average fare, revenue passengers, ...	.0523
Average fare, all passengers (including transfer passengers), ...	.0491
Car earnings per car mile, ...	.2103
Miscellaneous earnings per car mile, ...	.0019
Gross earnings per car mile, ...	.2122
Car earnings per car hour, ...	2.7731
Miscellaneous earnings per car hour, ...	.0259
Gross earnings per car hour, ...	2.7990
* Operating expenses per car mile, ...	.1202
Operating expenses and taxes per car mile, ...	.1360
Operating expenses per car hour, ...	1.6324
Operating expenses and taxes per car hour, ...	1.8417
Operating expenses per cent. of gross earnings, ...	58.32
Operating expenses and taxes per cent. of gross earnings, ...	65.79
Average number of employees, not including officials, during year, ...	88
Aggregate amount of wages paid employees, ...	\$55,823.23
Amount of salaries paid officials, ...	3,999.96

Description of Road and Equipment.

TRACK.		
	Owued.	Total Operated.
Length of road (first main track), ...	44.950	44.950
Total length of main track, ...	44.950	44.950
Length of sidings and turnouts, ...	3.150	3.150
Total computed as single track, ...	48.100	48.100

CROSSINGS, ETC.

Steam railroad crossings over grade, ...	3
Steam railroad crossings under grade, ...	1

* In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this Company operated during the period covered by this report, 313,434 miles over the tracks of the Hartford line of the Consolidated Railway Co. in excess of the mileage reported, viz: 828,781. The accounts affected are 6, 7, 9 and 21, which amount to \$10,727.93. Dividing this figure by the combined mileage, viz: \$1,142,215 shows the actual cost of maintenance of cars and equipment per mile as \$.00939. Deducting this amount, viz: \$10,727.93 from the total cost of operation, \$102,579.40 leaves a balance of \$91,851.47 to be divided by the actual number of car miles operated over the tracks of the Hartford & Springfield Street Railway Company, viz: 828,781, showing a cost per car mile of \$.11082 and the sum of these two items gives the gross operating expenses per car mile as \$.1202, as shown in the report.

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T", ...	56-60 70	48 100	48.100
Total miles of, . . . . .	.....	48.100	48.100

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

Macadam, ... 2.333

CARS, ETC.

	With Electric Equip- ment.	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	19	.....	19
Open passenger cars, ...	26	1	27
Total passenger cars, ...	45	1	46
Work cars, ...	3	.....	3
Snow plows, ...	4	.....	4
Total, ...	52	1	53

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	9.5	\$2.00 to \$2.40
Motormen, ...	9.5	2.00 to 2.40
Starters, ...	10	2.50
Watchmen, ...	12	2.00
Switchmen, ...	10	1.50
Linemen, ...	10	2.00 to 3.00
Engineers, ...	12	3.00 to 4.00
Firemen, ...	12	2.25
Electricians, ...	10	2.75
Machinists and mechanics, ...	10	2.00 to 4.00

List of All Accidents During the Year ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	2	1	28	1	30
Employees, ...	..	..	..	1	..	1
Other persons, ...	..	..	..	1	..	1
Total, ...	..	2	1	30	1	32

Description of Accidents.

July 4, 1906. Man jumped from moving car; head slightly bruised.

July 22, 1906. Man jumped from moving car; severely injured about head.

July 28, 1906. Man fell from moving car; slightly bruised.

July 31, 1906. Man jumped from moving car; slightly bruised about head.

Aug. 18, 1906. Boy jumped from moving car; hand slightly bruised.

Aug. 19, 1906. Man stepped from moving car; nose slightly bruised.

Aug. 20, 1906. Man jumped from moving car; slightly cut about face.

Aug. 25, 1906. Woman thrown from car; leg fractured.

Sept. 2, 1906. Man stepped from moving car; slightly bruised.

Sept. 12, 1906. Man stepped from moving car; chin cut.

Sept. 21, 1906. Deaf man walked in front of car; slightly cut about face.

Sept. 24, 1906. Woman stepped off moving car; slightly cut about face.

Sept. 3, 1906. Man jumped from moving car; cut slightly about the face.

Oct. 19, 1906. Man stepped off moving car; cut about mouth.

Nov. 26, 1906. Man fell from car; slightly cut about head.

Dec. 1, 1906. Woman stepped off moving car; slightly bruised.

Dec. 16, 1906. Woman stepped from moving car; ankle sprained.

Jan. 5, 1907. Intoxicated man lying by track; severely injured about head.

Mar. 5, 1907. Boy on sled ran into car; slightly cut.

Mar. 19, 1907. Man ran into side of car; cut about head.

May 11, 1907. Man attempted to board moving car; knee bruised.

May 21, 1907. Team drove in front of car; man jumped and was cut; slightly bruised about face.

May 31, 1907. Lame boy stepped from moving car; arm broken.

June 6, 1907. Woman fell while running after car; leg slightly injured.

June 8, 1907. Man jumped from moving car; ankle sprained, face scratched.

June 10, 1907. Woman stepped from moving car; badly bruised about head.

June 11, 1907. Man lying beside track; slightly bruised.

June 25, 1907. Woman bruised leg slightly changing from one car to another.

June 28, 1907. Conductor cut wrist by putting hand through car window.

June 29, 1907. Man found dead beside track; jumped from car night before.

Oath.

COMMONWEALTH OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. } ss.

Personally appeared before me, Wm. A. Tucker, President of the Hartford & Springfield Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of his knowledge and belief.

Signed,

WM. A. TUCKER,

President.

Sworn and subscribed to before me, this eleventh day of September, A. D. 1907.

DANIEL K. SNOW,

Notary Public.

NEW LONDON AND EAST LYME STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$225,000.00
Capital stock outstanding, ...	150,000.00
Bonds outstanding, ...	200,000.00
Floating indebtedness, ...	116,764.54
Total stock, bonds, and floating debt, ...	466,764.54
Capital stock issued per mile of road owned, ...	13,636.36
Bonds issued per mile of road owned, ...	18,181.82
Cost of construction, ...	361,160.31
Cost of equipment, ...	97,205.59
Total cost of construction and equipment, ...	458,365.90
Cost of construction and equipment per mile of road owned, ...	41,669.62
Gross earnings from operation, ...	43,755.73
Operating expenses, ...	27,641.05
Net earnings, ...	16,114.68
Gross income from all sources, ...	16,114.68
Per cent. of operating expenses to gross earnings, ...	63.17
Gross earnings per mile operated, ...	3,977.79
Operating expenses per mile operated, ...	2,512.82
Net earnings per mile operated, ...	1,464.97
Gross earnings per mile run, ...	.2168
Operating expenses per mile run, ...	.1369
Net earnings per mile run, ...	.0799
Gross earnings per car hour, ...	2.56
Operating expenses per car hour, ...	1.62
Net earnings per car hour, ...	0.94
Taxes paid state, ...	3,175.84
Interest paid, ...	12,639.65
Total length of main track owned, ...	11.000
Total length of main track operated, ...	11.000
Total car mileage, ...	201,854
Total car hours, ...	17,032
Fare passengers carried, ...	855,465
Fare passengers per mile run (passenger), ...	4.742
Fare passengers per car hour (passenger), ...	50.22
Fare passengers per mile of main track operated, ...	77.769
Number of employees, ...	22
Accidents: Killed, ...	None
Injured, ...	8

Description of Lines.

From	To	Length of road (first main track)	Tot. length of main tracks.	Length of sidings & turnouts.	Total computed as single track.
New London,	Niantic (East Lyme),	11.000	11.000	.1382	11.1382

Corporate Name and Address of Company.

New London and East Lyme Street Railway Company, New London, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Chartered as the East Lyme Street Railway Co., 1899. In 1901 time for organization extended to May 17, 1903. Organized February 7, 1903. Name changed, December 1, 1904, to New London and East Lyme Street Railway Co.

Officers of the Company.

Name.	Title.	Official Address.
C. W. McCHESNEY, . . .	President,	New York City, N. Y.
WALTER R. DENNISON, . . .	Vice-President,	Groton, Conn.
F. P. LATIMER, . . .	Secretary,	New London, Conn.
S. W. C. JONES, . . .	Treasurer,	New York City, N. Y.
FREDERICK P. LATIMER, . .	General Counsel,	New London, Conn.
J. T. COUSINS, . . .	Supt. Transportation,	" " "

Directors of the Company.

Name.	Residence.
C. W. McCHESNEY, ...	New York City, N. Y.
S. W. C. JONES, ...	" " "
CHAPMAN H. HYAMS, JR., ...	New Orleans, La.
WALTER R. DENISON, ...	Groton, Conn.
THOMAS HAMILTON, ...	" "
F. P. LATIMER, ...	New London, Conn.
CHAS. H. KLINCK, ...	" "
JAS. R. LINDSLEY, ...	" "
PHILLIP C. DUNFORD, ...	" "
SELDON B. MANWARING, ...	Waterford, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in August.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.
Preferred, . . .	\$70,000	700	\$100	\$70,000
Common, . . .	155,000	800	100	80,000
Total, . . .	\$225,000	1,500		\$150,000

Total number of stockholders, 50.

Total number of stockholders in this state, 42.

Amount of stock held in this state, \$104,700.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mtge. Bonds.	Apr. 1, 1905	30	1935	\$200,000	\$200,000

INTEREST.

Rate.	When Payable.	Accrued During Year.
5 per cent.	April and October.	\$10,000

Per mile of single track owned exclusive of sidings and turnouts, 11.000 miles:

Capital stock outstanding, ...	\$13,636.36
Funded debt outstanding, ...	18,181.82
Total, ...	\$31,818.18

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization, ...	\$19,973.49	\$2,300.00	.....	\$22,273.49
Engineering and superin- tendence, ...	570.52	.....	.....	570.52
Right of way, ...	800.00	.....	.....	800.00
Track and roadway construc- tion, ...	202,149.76	8,171.95	.....	210,321.71
Electric line construction.	64,594.87	.....	\$21.27	64,573.60
Real estate used in opera- tion of road, ...	375.00	.....	.....	375.00
Buildings and fixtures used in operation of road, . .	20,476.84	171.58	.....	20,648.42
Investment real estate, . .	7,319.04	125.40	.....	7,444.44
Interest and discount, . .	22,066.88	2,949.17	.....	25,016.05
Miscellaneous, ...	4,341.07	4,796.01	.....	9,137.08
 Total construction, . . .	 \$342,667.47	 \$18,514.11	 \$21.27	 \$361,160.31
 Power plant equipment, . .	 \$19,189.60	 \$34.65	.....	\$19,224.25
Shop tools and machinery, .	27.61	5.82	.....	33.43
Cars, ...	68,138.13	2,770.00	.....	70,908.13
Electric equipment of cars, .	1,616.70	2,257.09	.....	3,873.79
Miscellaneous equipment, .	1,353.28	2.80	.....	1,356.08
Interest and discount, . .	1,672.83	.....	.....	1,672.83
Miscellaneous, ...	137.08	.....	.....	137.08
 Total equipment, ...	 \$92,135.23	 \$5,070.36	.....	\$97,205.59
 Grand total construction and equipment, ...	 \$434,802.70	 \$23,584.47	 \$21.27	 \$458,365.90
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...				
				\$41,669.62

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$43,755.73
Operating expenses, ...	27,641.05
Net earnings from operation, ...	\$16,114.68
Gross income less operating expenses, ...	\$16,114.68

Income Account. — Continued.**Deductions from income:****Taxes:**

On capital stock, ...	3,175.84
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Interest:

On funded debt, ...	\$10,000.00
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On real estate mortgages, ...	75.00
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On floating debt, ...	2,564.65
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	<u>12,639.65</u>
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	15,815.49
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Net income, ...	<u>\$299.19</u>
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Surplus for year, ...	\$299.19
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Deficit at beginning of year, ...	12,136.83
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Deficit at close of year, ...	<u>\$11,837.64</u>
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Gross Earnings from Operation.**Car earnings:**

Passengers, ...	\$41,914.36
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Freight, ...	1,741.37
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	<u>\$43,655.73</u>
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Miscellaneous earnings:

Advertising, ...	100.00
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Total, ...	<u>\$43,755.73</u>
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, ...	\$716.21
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Maintenance of electric line, ...	132.15
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Maintenance of buildings and fixtures, ...	110.88
--	--------

Total, ...	<u>\$959.24</u>
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Equipment:

Maintenance of cars, ...	\$229.55
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Maintenance of electric equipment of cars, ...	110.28
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Maintenance of miscellaneous equipment, ...	.58
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Miscellaneous shop expenses, ...	2.95
--	------

Total, ...	<u>343.36</u>
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Operating Expenses.—Continued.**TRANSPORTATION.**

Operation of power plant:

Power plant wages, ...	\$1,185.47
Miscellaneous supplies and expenses of power plant, ...	136.25
Hired power, ...	11,488.13

Total, ...	12,809.85
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Operation of cars:

Superintendence of transportation, ...	\$1,000.00
Wages of conductors, ...	2,729.72
Wages of motormen, ...	2,494.94
Wages of car house employees, ...	554.91
Car service supplies, ...	47.19
Miscellaneous car service expenses, ...	45.83
Cleaning and sanding track, ...	65.94
Removal of snow and ice, ...	104.99

Total, ...	7,043.52
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GENERAL.

Salaries of general officers, ...	\$600.00
Salaries of clerks, ...	416.00
Printing and stationery, ...	197.00
Miscellaneous office expenses, ...	64.65
Advertising and attractions, ...	184.75
Miscellaneous general expenses, ...	156.30
Damages, ...	174.50
Rent of tracks and terminals, ...	4,691.88

Total, ...	6,485.08
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Grand Total, ...	\$27,641.05
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Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$434,802.70	Construction and equipment,	\$458,365.90	\$23,563.20	.....
.....	Current assets, as follows:			
	Cash, ...	186.00	186.00	
17,675.00	Accounts receivable, ...	375.00	.....	\$17,300.00
12,136.83	Deficit, ...	11,837.64	.....	299.19
\$464,614.53	Total, ...	\$470,764.54	\$23,749.20	\$17,599.19

Comparative General Balance Sheet.—Continued.

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.	Decrease, Year ending June 30, 1907.
\$70,000.00	Capital stock, preferred, .	\$70,000.00	.....	.....
80,000.00	Capital stock, common, .	80,000.00	.....	.....
200,000.00	Funded debt, ...	200,000.00	.....	.....
1,500.00	Real estate mortgages, .	1,500.00	.....	.....
	Current liabilities as follows:			
106,662.95	Loans and notes payable, .	107,965.33	1,302.38	.....
3,319.30	Accounts payable, . . .	8,799.21	5,479.91	.....
632.28	Overdraft, . . . . .	.....	.....	\$632.28
	Accrued liabilities as follows:			
2,500.00	Interest on funded debt ac- crued and not yet due, .	2,500.00	.....	.....
\$464,614.53	Total, ...	\$470,764.54	6,782.29	\$632.28

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	180,383
Freight, mail, and express car mileage, ...	21,471
Total car mileage, ...	201,854
Passenger car hours, ...	15,467
Freight, mail, and express car hours, ...	1,565
Total car hours, ...	17,032
Fare passengers carried, ...	855,465
Total passengers carried, ...	855,465
Average fare, revenue passengers, ...	4.90
Average fare, all passengers, ...	4.90
Car earnings per car mile, ...	.2162
Miscellaneous earnings per car mile, ...	.0006
Gross earnings per car mile, ...	.2168
Car earnings per car hour, ...	2.563
Miscellaneous earnings per car hour, ...	0.006
Gross earnings per car hour, ...	2.569
Operating expenses per car mile, ...	.1369
Operating expenses and taxes per car mile, ...	.1526
Operating expenses per car hour, ...	1.623
Operating expenses and taxes per car hour, ...	1.809
Operating expenses per cent. of gross earnings, ...	63.17
Operating expenses and taxes per cent. of gross earnings, ...	70.43
Average number of employees, not including officials, during year, ...	22
Aggregate amount of wages paid employees, ...	\$8,415.09
Amount of salaries paid officials, ...	1,600.00

Mileage, Traffic, and Miscellaneous Statistics. — *Continued.*

CROSSINGS, ETC.

None.

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commuter tickets, book of 80, \$3.00. School tickets, book of 25, 75c. Round trip ticket to Niantic and return, 30 cents. Round trip ticket to Flanders, 25 cents.

Description of Road and Equipment.

TRACK.

	Owned.	Total-Operated.
Length of road (first main track),	11.000	11.000
Total length of main track, Length of sidings and turnouts,	11.000 .1382	11.000 .1382
Total computed as single track,	11.1382	11.1382

RAILS.

Name of "T,"	Weight per yard. 70 lb.	Steel (miles of).	Total.
		11.1382	11.1382
Total miles of,		11.1382	11.1382
Gauge of track, 4 feet 8½ inches.			

CARS, ETC.

	With electric equipment.	Total number.
Closed passenger cars equipped with full vestibule,	4	4
Open passenger cars,	5	5
Total passenger cars,	9	9
Snow plows,	1	1
Total,	10	10

Description of Road and Equipment. — *Continued.*

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors, ...	9½	\$2.10
Motormen, ...	9½	2.10
Watchmen, ...	12	2.00
Roadmen, ...	10	1.50
Electricians, ...	10	2.50
Machinists and Mechanics, ...	10	1.75

List of All Accidents During the Year ended June 30, 1907.

Cause and nature of injury.	From causes beyond their own control.	From their own misconduct or carelessness.	Total.
	Injured.	Injured.	Injured.
Passengers, ...		5	5
Employees, ...	1		1
Other persons, ...		2	2
Total, ...	1	7	8

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$15.00

Description of Accidents.

July 10, 1906. Fengers Hollow, Waterford, Joseph Dolce (employee) jumped to avoid collision; hand hurt.

July 10, 1906. Fengers Hollow, Waterford, in head-on collision, passenger by name of Andree jumped before cars came together; suffered broken jaw. Mrs. Emma Carleton also jumped from car before it struck. Exact cause of her injury not known; she complained of injury to left knee.

August 4, 1906. C. J. Beckwith injured trying to board moving car at Bank and Howard Sts., New London; torn clothing and bruised knee.

August 14, 1906. Mallory Hill, passenger stepped off moving car; name and injury unknown.

August 15, 1906. Jas. Stanners was injured between collision of car and wagon on Bank St., New London; back hurt and right shoulder.

August 23, 1906. Mossbrokers switch, Waterford, D. C. Barrows stepped off backward from moving car; no injuries.

June 25, 1907. Alonzo Beckwith, at Straits Bridge, stepped off backward from moving car; no damage.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

Personally appeared before me, C. W. McChesney, President, and S. W. C. Jones, Treasurer, of the New London and East Lyme Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

C. W. MCCHESENEY,
President.

S. W. C. JONES,
Treasurer.

Sworn and subscribed to before me, this 17th day of September, A. D. 1907.

H. L. BAILEY,
Notary Public.

THE NORWICH & WESTERLY RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, 7 Months and 18 Days ending June 30, 1907.

Capital authorized by charter, ...	\$700,000.00
Capital stock outstanding, ...	617,800.00
Bonds outstanding, ...	750,000.00
Floating indebtedness, ...	242,793.20
Total stock, bonds, and floating debt, ...	1,610,593.20
Capital stock issued per mile of road owned, ...	28,601.85
Bonds issued per mile of road owned, ...	34,722.22
Cost of construction, ...	983,661.10
Cost of equipment, ...	313,145.30
Total cost of construction and equipment, ...	1,296,806.40
Cost of construction and equipment per mile of road owned, ...	60,037.33
Gross earnings from operation, ...	43,495.75
Operating expenses, ...	32,979.72
Net earnings, ...	10,516.03
Income from other sources, ...	8,687.36
Gross income from all sources, ...	19,203.39
Per cent. of operating expenses to gross earnings, ...	75.82
Gross earnings per mile operated, ...	2,013.69
Operating expenses per mile operated, ...	1,526.83
Net earnings per mile operated, ...	486.86
Gross earnings per mile run, ...	.1771
Operating expenses per mile run, ...	.1343
Net earnings per mile run, ...	.0428
Gross earnings per car hour, ...	2.614
Operating expenses per car hour, ...	1.982
Net earnings per car hour, ...	0.632
Taxes paid state, ...	None
Interest paid, ...	18,750.00
Total length of main track owned, ...	21.600
Total length of main track operated, ...	21.600
Total car mileage, ...	245,562
Total car hours, ...	16,638
Fare passengers carried, ...	359,217
Fare passengers per mile run (passenger), ...	1.529
Fare passengers per car hour (passenger), ...	23.73
Fare passengers per mile of main track operated, ...	16,630
Number of employees, ...	35
Accidents: Killed, ...	None
Injured, ...	5

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Norwich, Conn..	Westerly, R. I.,	21.600	2.547	24.147
Total, ...		21.600	2.547	24.147

Corporate Name and Address of Company.

The Norwich and Westerly Railway Company, of Norwich, Conn.

Organized October 30, 1903.

Organized under the laws of the State of Connecticut.

Own entire stock of the Westerly and Connecticut Railway Company.

Road began operating as far as Poquetanuck, a distance of five miles, on August 18, 1906. On November 12, 1906, began operating through to Westerly.

Officers of the Company.

Name.	Title.	Official Address.
H. H. GALLUP,	President,	Norwich, Conn.
C. D. NOYES,	Secretary,	" "
S. W. C. JONES,	Treasurer,	New York City, N. Y.
H. P. PHELPS,	Auditor,	Norwich, Conn.
R. W. PERKINS,	General Manager,	" "
C. W. COMSTOCK,	General Counsel,	" "
E. B. JOHNS,	Supt. of Transportation,	Westerly, R. I.

Directors of the Company.

Name.	Residence.
H. H. GALLUP, ...	Norwich, Conn.
C. D. NOYES, ...	" "
R. W. PERKINS, ...	" "
F S. JEROME, ...	" "
COSTELLO LIPPITT, ...	" "
ADAM REID, ...	" "
JOHN PORTEOUS, ...	" "
JOSEPH HALL, ...	" "
C. W. COMSTOCK, ...	" "
E. H. KNOWLES, ...	North Stonington, Conn.
WILLIAM SEGAR, ...	Westerly, R. I.
LEWIS W. ARNOLD, ...	" "
MORTON F. PLANT, ...	New York City, N. Y.
S. W. C. JONES, ...	" " "
B. P. LEARNED, ...	New London, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

Capital Stock.

Description.	Total Par Value Authorized.	Number of shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Preferred, . . .	\$250,000.00	1,678	\$100.00	\$167,800.00
Common, . . .	450,000.00	4,500	\$100.00	450,000.00
Total, . . .	\$700,000.00	6,178	\$100.00	\$617,800.00

Total number of stockholders, 126.

Total number of stockholders in this state, 110.

Amount of stock held in this state, \$151,600.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mtg. Bds.,	Mar. 1, 1906	30	March, 1936	\$750,000.00	\$750,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	March and September.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 21.600 miles:

Capital stock outstanding, ... \$28,601.85

Funded debt outstanding, ... 34,722.22

Total, ... \$63,324.07

Construction and Equipment.

	Total cost to June 30, 1907.
Organization, ...	\$74,837.10
Engineering and superintendence, ...	19,323.43
Right of way, ...	35,195.25
Track and roadway construction, ...	551,393.07
Electric line construction, ...	176,953.61
Real estate used in operation of road, ...	750.00
Buildings and fixtures used in operation of road, ...	87,972.32

Investment real estate, ...	4,850.00	
Interest and discount, ...	13,336.83	
Miscellaneous, ...	19,049.49	
Total construction, ...		\$983,661.10
Power plant equipment, ...	\$196,447.37	
Shop tools and machinery, ...	2,617.51	
Cars, ...	51,247.11	
Electric equipment of cars, ...	50,102.08	
Miscellaneous equipment, ...	6,825.75	
Interest and discount, ...	2,645.67	
Miscellaneous, ...	3,259.81	
Total equipment, ...		\$313,145.30
Grand total construction and equipment, ...		\$1,296,806.40
Cost of construction and equipment per mile of road owned ex-		
clusive of sidings and turnouts, ...		60,037.33

Income Account for 7 Months and 18 Days, Ending June 30, 1907.

Gross earnings from operation, ...	\$43,495.75	
Operating expenses, ...	32,979.72	
Net earnings from operation, ...		\$10,516.03
Miscellaneous income:		
Accrued interest on N. & W. bonds sold, ...		8,687.36
Gross income less operating expenses, ...		\$19,203.39
Deductions from income:		
Taxes: On real and personal property, ...	\$150.75	
Interest: On funded debt, ...	18,750.00	
		18,900.75
Net income, ...		\$302.64
Surplus for seven month, eighteen days, ...		\$302.64
Surplus at close of year, ...		\$302.64

Gross Earnings from Operations.

Car earnings:		
Passengers, ...	\$40,580.43	
Freight, ...	2,651.32	
Mail, ...	264.00	
Total, ...		\$43,495.75

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, . . .	\$67.31
Maintenance of electric line, . . .	469.81
Maintenance of buildings and fixtures, . .	113.29

Total, ...	\$650.41
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Equipment:

Maintenance of steam plant, ...	\$170.30
Maintenance of electric plant, ...	4.77
Maintenance of cars, ...	221.37
Maintenance of electric equipment of cars, .	433.79
Maintenance of miscellaneous equipment, .	20.35
Miscellaneous shop expenses, ...	435.32

Total, ...	1,285.90
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TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,074.02
Fuel for power, ...	9,120.00
Lubricants and waste for power plant, . .	757.85
Miscellaneous supplies and expenses of power plant,	44.63

Total, ...	13,996.50
------------------	-----------

Operation of cars:

Superintendence of transportation, . . .	\$2,379.91
Wages of conductors, ...	3,708.88
Wages of motormen, ...	4,163.84
Wages of miscellaneous car service employees, .	101.91
Wages of car house employees, ...	786.15
Car service supplies, ...	275.73
Miscellaneous car service expenses, . . .	418.65
Cleaning and sanding track, ...	58.90
Removal of snow and ice, ...	45.88

Total, ...	11,939.85
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General:

Salaries of general officers, ...	\$887.50
Salaries of clerks, ...	100.00
Printing and stationery, ...	183.03
Miscellaneous office expenses, ...	122.86
Advertising and attractions, ...	60.75

Miscellaneous general exepnses, ...	218.02
Damages, ...	151.90
Rent of land and buildings, ...	141.75
Rent of tracks and terminals, ...	1,796.70
Insurance, ...	1,444.55
Total, ...	5,107.06
Grand total, ...	\$32,979.72

Comparative General Balance Sheet.

Assets.	Total, June 30, 1907.
Construction and equipment, ...	\$1,296,806.40
Other permanent investments as follows :	
Stocks and bonds of other companies, ...	320,000.00
Current Assets, as follows :	
Cash, ...	1,860.31
Bills receivable, ...	338.30
Accounts receivable, ...	40.38
Material and supplies, ...	3,144.04
Prepaid accounts, ...	1,536.66
Total, ...	\$1,623,726.09.
Liabilities.	Total, June 30, 1907.
Capital stock, preferred, ...	\$167,800.00
Capital stock, common, ...	450,000.00
Funded debt, ...	750,000.00
Current Liabilities as follows :	
Loans and notes payable, ...	221,958.53
Accounts payable, ...	20,834.67
Winnapaug Company, ...	330.25
Accrued Liabilities as follows :	
Interest on funded debt accrued and not yet due, ...	12,500.00
Surplus, ...	302.64
Total, ...	\$1,623,726.09

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	234,962
Freight, mail, and express car mileage, ...	10,600
Total car mileage, ...	245,562
Passenger car hours, ...	15,136
Freight, mail, and express car hours, ...	1,502
Total car hours, ...	16,638
Fare passengers carried, ...	359,217
Total passengers carried, ...	359,217
Average fare, revenue passengers, ...	.1129
Average fare, all passengers (including transfer passengers), ...	.1129
Car earnings per car mile, ...	.1771

Gross earnings per car mile, ...	.1771
Car earnings per car hour, ...	2.614
Gross earnings per car hour, ...	2.614
Operating expenses per car mile, ...	.1343
Operating expenses and taxes per car mile, ...	.1349
Operating expenses per car hour, ...	1.982
Operating expenses and taxes per car hour, ...	1.991
Operating expenses per cent. of gross earnings, ...	75.82
Operating expenses and taxes per cent. of gross earnings, ...	76.17
Average number of employ�es, not including officials, during year, ...	35
Aggregate amount of wages paid employees, ...	14,856.48
Amount of salaries paid officials, ...	2,112.44

CROSSINGS, ETC.

Steam railroad crossings under grade, ...	2
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

100 ride school tickets sold at 3½ cents per fare.

Commutation books, 100 rides, sold at 4½ cents per fare.

Description of Road and Equipment.

TRACK.

	Owued.	Total Operated.
Length of road (first main track), ...	21.600	21.600
Total Length of main track, ...	21.600	21.600
Length of sidings and turnouts, ...	2.547	2.547
Total computed as single track, ...	24.147	24.147

RAILS.

Name of.	Weight Per Yard.	Steel (Miles of).	Total.
"T,"	70lb	22.642	22.642
"T,"	60lb	.984	.984
Girder Groove, ...	107lb	.521	.521
Total miles of, ...		24.147	24.147

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars, equipped with full vestibule, ...	8	.....	8
Total passenger cars, ...	8	.....	8
Freight cars, ...	1	.....	1
Work cars, ...	1	.....	1
Coal cars, . . . . .	.....	19	19
Gondolos (standard) . . . . .	.....	6	6
Total, ...	10	25	35

EMPLOYEES.

	Average No. of Hrs. on Duty per Day.	Wages per Day.
Conductors, ...	10	\$2.20
Motormen, ...	10	2.40
Roadmen, ...	10	1.65
Linemen, ...	10	2.50
Engineers, ...	12	2.75
Firemen, ...	12	2.40
Electricians, ...	10	2.50
Machinists and Mechanics, ...	10	2.75

List of All Accidents during 7 months 18 days, ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	..	..	2	..	2
Employees, ...	..	2	..	..	..	2
Other persons, ...	..	..	..	1	..	1
Total, ...	..	2	..	3	..	5

Description of Accidents.

October 26, 1906. Ambrose Hull stepped off moving car at Rifle Range while under influence of liquor. Shoulder slightly hurt.

Nov. 23, 1906. Charles Nye, while signaling car to stop at Preston Plains, had arm broken by car striking it.

December 24, 1906. Chas. Potter, conductor, injured his wrist while trying to open car door at Franklin Square, Norwich.

January 16, 1907. Mrs. Chas. Daboll claimed to have been struck by car while standing on station platform at Mystic Road. Slightly cut on forehead. Neither motorman or conductor saw accident.

April 25, 1907. Earl H. Christman, conductor, sprained ankle while stepping off car at Norwich.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON. } ss.

Personally appeared before me, Henry H. Gallup, President, and S. W. C. Jones, Treasurer, of the Norwich and Westerly Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial seven months and eighteen days ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

HENRY H. GALLUP,
President.

S. W. C. JONES,
Treasurer.

Sworn and subscribed to before me, at Norwich, this 16th day of September, A. D. 1907.

CHAS. S. EATON,
Notary Public.

PROVIDENCE & DANIELSON RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$1,000,000.00
Capital stock outstanding, ...	1,000,000.00
Bonds outstanding, ...	600,000.00
Floating indebtedness, ...	113,352.38
Total stock, bonds, and floating debt, ...	1,713,352.38
Capital stock issued per mile of road owned, ...	38,328.86
Bonds issued per mile of road owned, ...	22,997.32
Cost of construction, ...	1,099,672.71
Cost of equipment, ...	606,231.41
Total cost of construction and equipment, ...	1,705,904.12
Cost of construction and equipment per mile of road owned, ...	65,385.36
Gross earnings from operation, ...	89,904.17
Operating expenses, ...	78,395.48
Net earnings, ...	11,508.69
Income from other sources, ...	64.99
Gross income from all sources, ...	11,573.68
Per cent. of operating expenses to gross earnings, ...	87.19
Gross earnings per mile operated, ...	3,445.92
Operating expenses per mile operated, ...	3,004.81
Net earnings per mile operated, ...	441.11
Gross earnings per mile run, ...	.1619
Operating expenses per mile run, ...	.1412
Net earnings per mile run, ...	.0207
Gross earnings per car hour, ...	1.60
Operating expenses per car hour, ...	1.3952
Net earnings per car hour, ...	.2048
Taxes paid states, ...	1,563.30
Interest paid, ...	30,404.58
Total length of main track owned, ...	26.090
Total length of main track operated, ...	26.090
Total car mileage, ...	555,203
Total car hours, ...	56,187
Fare passengers carried, ...	1,308,584
Fare passengers per mile run (passengers), ...	2.9591
Fare passengers per car hour (passenger), ...	32.7088
Fare passengers per mile of main track operated, ...	50,156
Number of employees, ...	67
Accidents: Killed, ...	None
Injured, ...	8

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.530	2.510
Total, . . . . .	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 28, 1893, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official Address.
D. F. SHERMAN,	President,	Providence, R. I.
JAMES S. KENYON,	Vice-President,	" "
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEO. W. PRENTICE,	Treasurer,	" "
J. E. THIELSEN,	Superintendent,	North Scituate, R. I.

Directors of the Company.

Name.	Residence.
GEO. W. PRENTICE,	Providence, R. I.
FRANKLIN A. SMITH, JR., ...	" "
D. F. SHERMAN, ...	" "
JOHN W. POTTER, ...	" "
EDWIN A. SMITH, ...	" "
CHAS. A. POTTER, ...	" "
GEO. R. BABBITT, ...	" "
JAMES H. MORRIS, ...	Philadelphia, Pa.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 67.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$6,200.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage Bonds,	May 1, 1901	30	May 1, 1931	\$600,000.00	\$600,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$30,000.00

Per mile of single track owned exclusive of sidings and turnouts, 26.090 miles.

Capital stock outstanding, ... \$38,328.86

Funded debt outstanding, ... 22,997.32

Total, ... \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1906.	Additions during year.	Deductions during year.	Total cost to June 30, 1907.
Organization, ...	\$30,200.00	.....	.....	\$30,200.00
Engineering and superintend- ence, ...	135,821.99	.....	.....	135,821.99
Right of way, ...	14,409.47	.....	.....	14,409.47
Track and roadway construc- tion, ...	388,341.85	\$579.20	.....	388,921.05
Electric line construction, . .	158,083.47	58.90	.....	158,142.37
Real estate used in operation of road, ...	2,062.00	.....	.....	2,062.00
Buildings and fixtures used in operation of road, ...	40,364.00	486.09	.....	40,850.09
Interest and discount, ...	329,265.74	.....	.....	329,265.74
Total construction, ...	\$1,098,548.52	\$1,124.19	.....	\$1,099,672.71
Power plant equipment, ...	58,231.41	7.61	.....	58,239.02
Shop tools and machinery, . .	2,167.02	82.74	.....	2,249.76
Cars, ...	84,375.30	476.23	.....	84,851.53
Electric equipment of cars, . .	50,824.50	180.29	.....	51,004.79
Interest and discount, ...	398,584.88	.....	.....	398,584.88
Miscellaneous, ...	11,301.43	.....	.....	11,301.43
Total equipment, ...	\$605,484.54	\$746.87	.....	\$606,231.41
Grand total construction and equipment, ...	\$1,704,033.06	\$1,871.06	.....	\$1,705,904.12
Cost of construction and equipment per mile of road owned exclusive of sid- ings and turnouts, . . . . .	.....	.....	.....	\$65,385.36

Construction and Equipment, Leased Lines.

None.

Income Account for Year ending June 30, 1907.

Gross earnings from operation, ...	\$89,904.17	
Operating expenses, ...	78,395.48	
Net earnings from operation, ...		\$11,508.69
Miscellaneous income: Interest on deposits, . .		64.99
Gross income less operating expenses, ...		\$11,573.68

Income Account.—Continued.

Deductions from income:

Taxes:

On real and personal property,	586.40	
1% paid State of Rhode Island		
on earnings, ...	888.71	
Miscellaneous, R. R. Commrs.		
expenses, ...	88.19	1,563.30

Interest:

On funded debt, ...	30,000.00	
On floating debt, ...	404.58	30,404.58 — 31,967.88
Net deficit, ...		\$20,394.20

Deficit for year, ...	\$20,394.20
Surplus at beginning of year, ...	46,237.77

Surplus at close of year, ...	\$25,843.57
-------------------------------------	-------------

Gross Earnings from Operations.

Car earnings:

Passengers, ...	\$63,643.97
Chartered cars, ...	641.05
Freight and express, ...	23,004.32
Mail, ...	980.35
Mileage, ...	1,234.48

 \$89,504.17

Miscellaneous earnings:

Advertising, ...	400.00
------------------------	--------

Total, ...	\$89,904.17
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Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, ...	\$5,911.40
Maintenance of electric line, ...	2,364.17
Maintenance of buildings and fixtures, ...	535.76

Total, ...	\$8,811.33
------------------	------------

Equipment:

Maintenance of steam plant, ...	\$549.12
Maintenance of electric plant, ...	951.34
Maintenance of cars, ...	5,264.66
Maintenance of electric equipment of cars, ...	6,072.14

Total, ...	\$12,837.26
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Operating Expenses.—*Continued.*

TRANSPORTATION.

Operation of power plant:

Power plant wages, ...	\$4,278.71
Fuel for power, ...	15,275.55
Lubricants and waste for power plant, ...	431.14
Miscellaneous supplies and expenses of power plant, ...	202.78
Hired power, ...	432.51
Total, ...	\$20,620.69

Operation of cars:

Superintendence of transportation, ...	\$3,150.00
Wages of conductors, ...	8,371.84
Wages of motormen, ...	8,314.14
Wages of miscellaneous car service employees, ...	603.83
Wages of car house employees, ...	1,447.05
Car service supplies, ...	771.97
Miscellaneous car service expenses, ...	758.60
Removal of snow and ice, ...	234.95
Total, ...	\$23,652.38

General:

Salaries of general officers, ...	\$3,900.00
Salaries of clerks, ...	718.00
Printing and stationery, ...	366.28
Miscellaneous office expenses, ...	1,433.43
Advertising and attractions, ...	119.80
Miscellaneous general expenses, ...	614.74
Damages, ...	3,287.79
Legal expenses in connection with damages, ...	209.83
Miscellaneous legal expenses, ...	2.00
Insurance, ...	1,821.95
Total, ...	\$12,473.82
Grand total, ...	\$78,395.48

Comparative General Balance Sheet.

Item, June 30, 1906.	Total, June 30, 1906.	Assets.	Item, June 30, 1907.	Total, June 30, 1907.	Increase, year ending June 30, 1907.	Decrease, year ending June 30, 1907.
.....	\$1,704,033.06	Construction and equip- ment, .....	.....	\$1,705,904.12	\$1,871.06	.....
.....	758.65	Other permanent invest- ments as follows:	.....	758.65	.....	.....
.....	.....	Furniture and fixtures, ..	.....	.....	.....	.....
.....	.....	Current assets as follows:	.....	.....	.....	.....
\$3,458.71	.....	Cash, ...	341.86	.....	.....	3,116.85
1,183.57	.....	Accounts receivable, ..	959.07	.....	.....	224.50
2,395.54	.....	Material and supplies, ..	2,833.73	.....	438.19	.....
908.24	.....	Prepaid accounts, ..	898.52	.....	.....	9.72
32,500.00	.....	Treasury stock, ..	32,500.00	.....	.....	.....
.....	40,446.06	.....	.....	37,533.13	.....	.....
.....	\$1,745,237.77	Total, . . .	.....	\$1,744,195.95	\$2,309.25	\$3,351.07

Total, June 30, 1906.	Liabilities.	Item, June 30, 1907.	Total, June 30, 1907.	Increase, year ending June 30, 1907.	Decrease, year ending June 30, 1907.
\$1,000,000.00	Capital stock, common, .....	.....	\$1,000,000.00	.....	.....
600,000.00	Funded debt, .....	.....	600,000.00	.....	.....
94,000.00	Current liabilities as fol- lows:	.....	.....	.....	.....
.....	Loans and notes pay- able, ..	\$95,500.00	.....	\$1,500.00	.....
.....	Accounts payable, ..	2,852.38	.....	2,852.38	.....
.....	Matured interest on funded debt unpaid, ..	15,000.00	.....	15,000.00	.....
.....	.....	.....	113,352.38	.....	.....
5,000.00	Accrued liabilities as fol- lows:	.....	.....	.....	.....
.....	Interest on funded debt accrued and not yet due, . . .	.....	5,000.00	.....	.....
46,237.77	Surplus, . . .	.....	25,843.57	.....	20,394.20
\$1,745,237.77	Total, . . .	.....	\$1,744,195.95	\$19,352.38	\$20,394.20

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, ...	442,215
Freight, mail, and express car mileage, ...	112,987
Total car mileage, ...	555,203
Passenger car hours, ...	40,007
Freight, mail, and express car hours, ...	16,180
Total car hours, ...	56,187
Fare passengers carried, ...	1,308,584
Transfer passengers carried (including passes), ...	18,248
Total passengers carried, ...	1,326,832
Average fare, revenue passengers, ...	.0486
Average fare, all passengers (including transfer passengers), ...	.0479

Mileage, Traffic, and Miscellaneous Statistics.—*Continued.*

Car earnings per car mile, ...	.1612
Miscellaneous earnings per car mile, ...	.0007
Gross earnings per car mile, ...	.1619
Car earnings per car hour, ...	1.5929
Miscellaneous earnings per car hour, ...	.0071
Gross earnings per car hour, ...	1.6000
Operating expenses per car mile, ...	.1412
Operating expenses and taxes per car mile, ...	.1440
Operating expenses per car hour, ...	1.3952
Operating expenses and taxes per car hour, ...	1.4230
Operating expenses per cent. of gross earnings, ...	87.19
Operating expenses and taxes per cent. of gross earnings, ...	88.93
Average number of employees, not including officials, during year, ...	67
Aggregate amount of wages paid employees, ...	\$41,621.65
Amount of salaries paid officials, ...	3,900.00

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation books of 100 tickets limited as to time and person, sold for \$5.00 and one-third rebated after tickets are used within limit. School tickets of same general nature with one-half rebate.

Description of Road and Equipment.

TRACK.

	Owued.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track), . . .	26.090	8.910	35.000
Length of sidings and turnouts, . . .	1.625	.....	1.625
Total computed as single track, . . .	27.715	8.910	36.625

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (total miles of), 27.715.

PAVING.

Tracks are on private rights of way, country roads and village streets not paved.

Description of Road and Equipment. — *Continued.*

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule, ...	17	.	17
Freight cars, ...	1	26	27
Express cars, ...	3	.	3
Snow plows, ...	2	.	2
Total, ...	23	26	49

EMPLOYEES.

	Average Num- ber of Hours on Duty per Day.	Wages per Day.
Conductors, ...	10	\$2.00
Motormen, ...	10	2.00
Watchmen, ...	10	2.00
Roadmen, ...	10	1.60
Linemen, ...	10	2.00
Engineers, ...	12	2.85
Firemen, ...	12	2.00
Electricians, ...	10	3.00
Machinists and mechanics, ...	10	2.75

List of All Accidents During the Year ended June 30, 1907.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, ...	..	6	..	1	..	7
Employees, ...	..	..	..	1	..	1
Total, ...	..	6	..	2	..	8

Amount paid for injuries and damages caused by accidents:

Paid by the company, ... \$2,687.79

Description of Accidents.

Aug. 6, 1906. Foster Center, R. I. Passenger car ran into open switch striking a flat car on siding. Motorman Chas. Metro bruised about the legs. Mrs. Mary Goulet cut slightly on chin. Mrs. Edward N. Slade cut over one eye. Louis Beaudry shaken up.

Sept. 27, 1906. North Scituate, R. I. Passenger car ran into the rear of another car standing on main track that had stopped to let off passengers. Clifford Phillips bruised about the ribs and left hand slightly injured.

Dec. 7, 1906. Richmond, R. I. Ella Blain in signaling a passenger car slipped on frozen ground and fell near the car; her clothing caught on truck and she was dragged a short distance; one arm was fractured.

Jan. 29, 1907. Near Saundersville, R. I. Passenger car ran into rear of freight car on main track that had been stopped for repairs to trolley wire. Mrs. E. W. Shippee complained that knees were slightly hurt. Joseph R. Blain bruised over the ribs and on calf of left leg.

June 20, 1907. Rockland, R. I. Horse, unattended, backed wagon against moving car; one wagon wheel and shaft broken and axle sprung.

Oath.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

Personally appeared before me, D. F. Sherman, President, and Geo. W. Prentice, Treasurer, of the Providence and Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A.D. 1907, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,
President.

GEO. W. PRENTICE,
Treasurer.

Sworn and subscribed to before me, this 10th day of August, A. D. 1907.

FRANKLIN A. SMITH, JR.,
Notary Public.

SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$100,000.00
Capital stock outstanding, ...	10,000.00
Total stock, bonds, and floating debt, ...	10,000.00
Capital stock issued per mile of road owned, ...	12,578.62
Cost of construction, ...	11,821.69
Cost of construction per mile of road owned, ...	14,870.05
Total length of main track owned, ...	.795

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Total com- puted as single track.
South Manchester	Manchester Center,	.795	.795	.795

Corporate Name and Address of Company.

South Manchester Light, Power and Tramway Company, South Manchester,
Conn.

Officers of the Company.

Name.	Title.	Official Address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
CHARLES S. CHENEY,	Secretary,	" " "
FRANK W. CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK W. CHENEY, ...	South Manchester, Conn.
HARRY G. CHENEY, ...	" " "
FRANK CHENEY, JR., ...	" " "
RICHARD O. CHENEY, ...	" " "
KNIGHT D. CHENEY, ...	" " "

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$100,000.00	100	\$100	\$10,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 10.

Amount of stock held in this state, \$10,000.

Per mile of single track owned exclusive of siding and turnouts, .795 miles:

Capital stock outstanding, ... \$12,578.62

Total, ... \$12,578.62

Construction and Equipment.

Account.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Total, ...	\$11,821.69	\$11,821.69
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...		\$14,870.05

Income Account for Year ending June 30, 1907.

Rent of leased line, ...	\$600.00	
Gross income less operating expenses, . . .		\$600.00
Deductions from income:		
R. R. Com., ...		1.00
Net income, ...		\$599.00
Surplus for year, ...		\$599.00
Surplus at beginning of year, ...		6,443.15
Surplus at close of year, ...		\$7,042.15

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$11,821.69	Construction and equipment, .	\$11,821.69	.....
4,621.46	Current Assets, as follows:		
	Cash, ...	5,220.46	\$599.00
\$16,443.15	Total, ...	\$17,042.15	\$599.00

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.	Increase, Year ending June 30, 1907.
\$10,000.00	Capital stock, pref., . .	\$10,000.00	.....
6,443.15	Surplus, ...	7,042.15	\$599.00
\$16,443.15	Total, ...	\$17,042.15	\$599.00

Description of Road and Equipment.

TRACK.

	Owned
Length of road (first main track), ...	.795
Total length of main track, ...	.795
Total computed as single track, ...	.795

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), .795.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Frank Cheney, Jr., President, and Frank W. Cheney, Treasurer, of the South Manchester Light, Power and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,
President.

F. W. CHENEY,
Treasurer.

Sworn and subscribed to before me, this 12th day of September, A. D. 1907.

RICHARD O. CHENEY,
Notary Public.

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1907.

Capital authorized by charter, ...	\$200,000.00
Capital stock outstanding, ...	80,000.00
Bonds outstanding, ...	30,000.00
Floating indebtedness, ...	107,056.57
Total stock, bonds, and floating debt, ...	217,056.57
Capital stock issued per mile of road owned, ...	10,775.86
Bonds issued per mile of road owned, ...	4,040.95
Cost of construction, ...	209,707.93
Cost of equipment, ...	8,091.47
Total cost of construction and equipment, ...	217,799.40
Cost of construction and equipment per mile of road owned, ...	29,337.20
Interest paid, ...	1,500.00
Dividend paid, ...	4,000.00
Total length of main track owned, ...	7.424

Description of Lines.

From	To	Length of road (first main track).	Length of sec- ond main track.	Total length of main tracks.	Length of sid- ings and turnouts.	Total computed as single track.
Savin Rock	Woodmont.	3.660	3.660	7.320	.099	7.419

Corporate Name and Address of Company.

West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Organized December 15, 1893. Charter amended May 29, 1901. Road leased to Winchester Avenue Railroad Co. on a basis of payment of interest on bonds and five per cent. dividend on stock. Operated by the Consolidated Railway Company for 11 months, and for one month by the Connecticut Company.

Officers of the Company.

Name.	Title.	Official Address.
JAMES S. HEMINGWAY,	President,	New Haven, Conn.
JOHN G. PARKER,	Secretary,	" "
AUGUSTUS S. MAY,	Treasurer,	" "

Directors of the Company.

Name.	Residence.
JOHN B. CARRINGTON, ...	New Haven, Conn.
JAMES S. HEMINGWAY, ...	" "
GEORGE J. BRUSH, ...	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, . .	\$200,000.00	3,200	25	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 59.

Total number of stockholders in this state, 50.

Amount of stock held in this state, \$75,500.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7.424 miles:

Capital stock outstanding, ... \$10,775.86

Funded debt outstanding, ... 4,040.95

Total, ... \$14,816.81

Construction and Equipment.

Account.	Total Cost to June 30, 1906.	Total Cost to June 30, 1907.
Engineering and superintendence, . . .	\$1,224.00	\$1,224.00
Right of way, ...	10,822.44	10,822.44
Track and roadway construction, ...	194,465.84	194,465.84
Electric line construction, ...	3,195.65	3,195.65
Total construction, ...	\$209,707.93	\$209,707.93
Electric equipment of cars, ...	\$8,091.47	\$8,091.47
Total equipment, ...	\$8,091.47	\$8,091.47
Grand total construction and equipment, .	\$217,799.40	\$217,799.40
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, ...		\$29,337.20

Comparative General Balance Sheet.

Total, June 30, 1906.	Assets.	Total, June 30, 1907.
\$217,799.40	Construction and equipment, ...	\$217,799.40

Total, June 30, 1906.	Liabilities.	Total, June 30, 1907.
\$80,000.00	Capital stock, common, ...	\$80,000.00
30,000.00	Funded debt, ...	30,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
	ments, ...	107,056.57
742.83	Surplus, ...	742.83
\$217,799.40	Total, ...	\$217,799.40

Description of Road and Equipment.

TRACK.

Length of road (first main track), ...	3.660
Length of second main track, ...	3.660
Total length of main track, ...	7.320
Length of sidings and turnouts, ...	.099
Total computed as single track, ...	7.419

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (total miles of), 7.472.

Oath.

COUNTY OF NEW HAVEN, }
STATE OF CONNECTICUT, } ss.

Personally appeared before me, James S. Hemingway, President, and A. S. May, Treasurer, of the West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1907, according to the best of their knowledge and belief.

Signed,

JAMES S. HEMINGWAY,

President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 5th day of October, A. D. 1907.

ARTHUR W. BOWMAN,

Notary Public.

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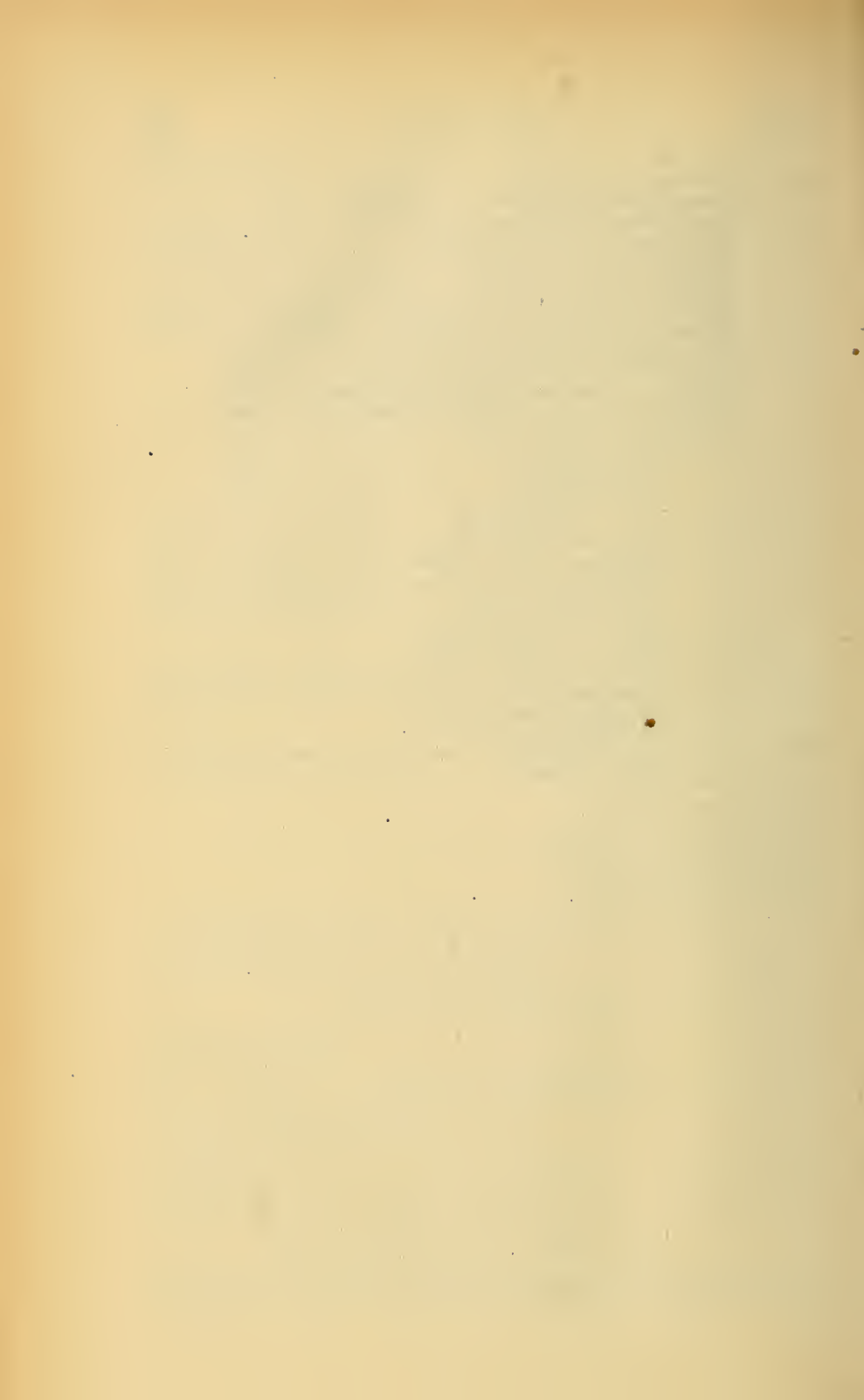
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LAWS

RELATING SPECIALLY TO

RAILROADS.

Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1903, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

1907, ch. 64.

Time within which act is operative extended. Chapter 161 of the public acts of 1903 is hereby amended by striking out all of section four of said act and inserting in lieu thereof the following: "The provisions of this act shall continue in force only until October 1, 1913."

TITLE ONE. — CHAPTER 1.

1865.
Rev. 1888, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1884.
Railroad
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1888, §392.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1888, §393.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1884, 1887.
Rev. 1888, §§380,
382.
1889, ch. 188.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

Railroad and steamboat policemen. § 1. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the busi-

1867.
Rev. 1888, §296.
1893, ch. 14, §1.
1907, ch. 51.

ness of transportation in this state, or upon the application of any corporation owning or having control of the roads in any private residence park, commission, during his pleasure, one or more persons designated by such company or by such corporation, who, having been duly sworn, may act, at the expense of such company or corporation, as policemen upon the premises used by such company in its business, or upon its cars or vessels, or upon the roads and lands owned or under the control of such corporation, and every policeman so appointed may arrest any person in his precincts for any offense committed therein and take such person before some proper authority. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

§ 2. Section 78 of the general statutes is hereby repealed.

1867.
Rev. 1888, §298.
1893, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steam-boat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1885, 1887.
Rev. 1888, §331.
1889, chs. 12, 32,
173, 174.
1893, ch. 18, §1.
1895, chs. 3, 17,
46, §4.
1897, ch. 232, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1889, ch. 198.
1897, ch. 182.
1899, ch. 12.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be

holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1885, 1887.
Rev. 1888, §376.
1889, ch. 231.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1858, 1885.
Rev. 1883, §517.

TITLE SIX. — CHAPTER 51.

1840.
Rev. 1888, §1096
See §9780.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1832, 1846, 1861,
1867, 1868, 1884.
Rev. 1888, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1856.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits

which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1888, §1388.
1893, ch. 45.
1897, ch. 189.
1903, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1672.
Rev. 1888, §1379.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 176.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 1873.
Rev. 1888, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1907, ch. 267.

Penalty for misconduct of railroad or railway servant causing loss of life. Every servant of any railroad or electric railway company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1873.
Rev. 1888, §1471.
1895, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1852, 1873.
Rev. 1888, §1429.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1888, §1431.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 213.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 113.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1852.
Rev. 1888, §1472.
1895, ch. 87.
1905, ch. 193.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1866.
Rev. 1888, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, signal, signal box, switch, or motor attached, appertaining

1895, ch. 72.
1905, ch. 73.

to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1897, ch. 53.

§ 1242. Unlawful appropriation of electric current.

Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1906, ch. 76.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1483.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1888, §1517.
1895, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or

abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

1874.
Rev. 1888, §3603.
1889, ch. 44.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1888, §1544.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a rail-

1876.
Rev. 1888, §1573.

road at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1869.
Rev. 1888, §2557.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

1899, ch. 121.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1867, 1871.
Rev. 1888, §1591.
1889, ch. 68.
1895, ch. 87.
1903, ch. 123.
1905, ch. 72.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway car or other public conveyance, and every other person whose

duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located,

1750, 1814, 1886.
Rev. 1888,
§§1611, 1691.
1899, ch. 190.

or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

1821, 1874, 1878.
Rev. 1888, §1618.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1650, 1722, 1867,
1874.
Rev. 1888, §2002.
1895, ch. 302.
1897, ch. 132.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space

of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested, whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a

1873, 1881.
Rev. 1883, §2015.

draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1888, §2671.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1872, 1869, 1874,
1883.
Rev. 1888, §2673.
1896, ch. 172.
1899, ch. 97.

§ 2020. Damages for injuries by defective roads or bridges. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, shall, within sixty days thereafter, or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

1866, 1878.
Rev. 1888, §2692.
1893, ch. 250.
1903, ch. 4.

§ 2039. Damages for obstructing street with railroad cars. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five

minutes, by reason of trains, cars, or locomotives, standing upon or across such street or highway, may recover twenty-five dollars and costs from the corporation owning or operating said railroad; provided suit is brought within thirty days after the date of such obstruction.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1881.
Rev. 1888, §2693.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1878.
Rev. 1888, §2700.

Real estate of railroad company to be assessed for public improvements. § 1. All real estate, except railroad rights of way, belonging to any railroad corporation in this

1907, ch. 171.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

state, shall be subject to the same obligations as real estate belonging to individuals and private corporations concerning assessments of benefits and damages for municipal or public works and improvements, and the fact that any such real estate is held and used for railroad purposes shall not exempt it from assessment for special benefits on account of such municipal or public works and improvements.

Maintenance and repair of sidewalks; removal of snow. § 2. All such railroad corporations shall conform and be subject to the provisions and requirements of municipal charters and ordinances concerning the maintenance and repair of sidewalks and public places abutting their stations, whether passenger or freight, and concerning the removal of snow and ice from such sidewalks and public places.

1874, 1875, 1882.
Rev. 1888, §2703.
1895, ch. 211.
1901, ch. 66.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

1866.
Rev. 1888, §2712.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company,

unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 207.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the selectmen of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

1901, ch. 145, §1

TITLE THIRTEEN. — CHAPTER 144.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the

Of Grand Army posts.

State bonds.

Certain municipal bonds.

New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

1852, 1872.
Rev. 1888, §3830.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

1877.
Rev. 1888, §3835

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state.

§ 2423. Returns by railroad companies. § 1. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver, shall, on or before the tenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

1864, 1869, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.
1907, ch. 115.

Meetings of board of equalization to correct returns.

§ 2. Section 2441 of the general statutes is hereby amended to read as follows: The board of equalization shall meet at the treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the comptroller for purposes of taxation required by either of said preceding sections, at ten o'clock in the forenoon, to examine and correct such returns and the valuations required thereon, and to hear any party making such return in regard

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings, respectively, except that in the case of returns by railroad companies said board may adjourn from time to time to within thirteen days next succeeding the first day of said meetings; and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which it can obtain, the statement required to be made and returned by such person; and a true copy of such statement as corrected or made out by said board shall be returned to each cashier, treasurer, secretary, superintendent, manager, company, association, or partnership, and the valuation of the several items of money and estate, and the amount and number, contained in such statement shall be final, and the sums required shall be paid according to it.

1864, 1866, 1871,
1875, 1883, 1887,
Rev. 1888, §3920.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

franchises, funded and floating debt, and railroad property in this state.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1864, 1876.
Rev. 1888, §3921.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1862.
Rev. 1888, §3922.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of rail-

1881.
Rev. 1888, §3923.
1895, ch. 74.
1899, ch. 31.
1903, ch. 173.

§ 2425. No deduction because of leased lines in another state not owned.
48 C. 44.

road or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

1875.
Rev. 1888, §3924.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees.

1875.
Rev. 1888, §3926.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875.
Rev. 1888, §3926.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad

and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever. 1875.
Rev. 1888, § 3027.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description. 1893, ch. 204.
1905, ch. 264.

Taxation of corporations doing an express business wholly on lines of electric railway. Every corporations conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the tax commissioner a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business. 1907, ch. 263

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or 1887.
Rev. 1888, § 3041.
1899, ch. 171.

prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

1831, 1852.
Rev. 1888, §1927.

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein. 1905, ch. 171.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

Railroad companies. § 1. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power. 1905, ch. 123.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any feme covert, infant, cestui que trust, or person non compos mentis, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such feme covert, the trustee of such cestui que trust, the guardian, either natural or appointed,

of such infant, and the conservator of such person non compos mentis, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

1871.
Rev. 1888, §3438

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

1867, 1882.
Rev. 1888, §3439.

§ 3671. **Right to take land limited. Lands of infants and others.** No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

CHAPTER 213.

Location and Construction of Steam Railroads.

1849, 1883.
Rev. 1888, §3460.

§ 3680. **Taking of land; commissioners' approval.** Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings,

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of lay-out. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1882.
Rev. 1888, §3460.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the

1863, 1882.
Rev. 1888, §3461.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1905, ch. 104.

Change of location of canals or water courses. § 1.

Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

§ 3683. **May alter grades.** Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 264.
See § 3712.

§ 3684. **Land for additional tracks.** Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1893, ch. 262.

§ 3685. **Land cut off from access to highway.** When any company shall take land for railroad purposes, and the

1884.
Rev. 1888, § 3462.

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881.
Rev. 1888, §3463.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

1849, 1863, 1871,
1874.
Rev. 1888, §3464.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1889, ch. 149.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the

1889, ch. 170.

appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

1858.
Rev. 1888, §3465.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road.

1849.
Rev. 1888, §3467.

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description.

1849.
Rev. 1888, §3468.

§ 3692. Plan of road to be deposited with town clerk. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken.

1849.
Rev. 1888, §3469.

§ 3693. Statement filed with secretary of state. Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances.

§ 3694. Condemnation of corporate stock. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal. 1895, ch. 232, §1.

§ 3695. Stockholder may begin proceedings. If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued. 1895, ch. 232, §2.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors. 1870.
Rev. 1888, §3470

1907, ch. 124.

Railroad may be operated by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity; provided, however, that no part of a railroad to be operated under the provisions of this act shall be opened for public travel unless the company operating the same shall have first obtained a certificate signed by the railroad commissioners that such railroad or part thereof is in a suitable and safe condition.

1882, 1883.
Rev. 1888, §3471.
1889, ch. 92.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability.

1889, ch. 166, §1.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience.

1889, ch. 166, §4.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build.

1889, ch. 166, §2.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1871.
Rev. 1888, §3472.
1889, ch. 163, §3.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1878.
Rev. 1888, §3473.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

1887.
Rev. 1888, §3447,
§3475.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon

1849.
Rev. 1888, §3476.

§ 3702. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

§ 3705. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where

the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

1869.
Rev. 1888, §3477.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concerning such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1871.
Rev. 1888, §3479.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company

proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1849, 1883.
Rev. 1888, §3480.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

1895. ch. 2.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The

1883.
Rev. 1888, §3481.

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1887.
Rev. 1888, §3482.
1897, ch. 70.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1869.
Rev. 1888, §3500.
See §2018.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1876, 1877.
Rev. 1888, §3489.
1889, ch. 220, §1.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway,

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway; if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning

or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

1884.
Rev. 1893, §3483.
1899, ch. 230, §§2,
3.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

Penalty for exceeding appropriation; exceptions.

Whenever any specific appropriation of money may have been made by the General Assembly, by the representatives and senators of any county, or by any community or corporation named in the preceding section, every agent, commissioner, or executive officer of the state, or of any county, city, borough, town, or school district, who shall wilfully authorize or contract for the expenditure of any money, or the creation of any debt for any purpose in excess of the amount specifically appropriated for such purpose by the general assembly, the county representatives and senators, or the community or corporation of which he is agent, commissioner, or executive officer, unless such expenditure shall be made or debt contracted for the necessary repair of roads or bridges, or the necessary support of schools or paupers, in cases arising after the proper appropriation has been exhausted, shall be fined not exceeding one thousand dollars, or imprisoned in the county jail not exceeding one year, or both.

Railroad commissioners may order removal of obstructions to view. § 1. If the view of that portion of the tracks of any railroad, crossing a highway at grade, which adjoins such crossing is obstructed by trees, shrubbery, embankments of earth, or structures of any kind, the railroad commissioners may, after a hearing had upon such notice as they deem reasonable to the company or companies owning or operating such railroad or railroads and to the selectmen of the town, mayor of the city, or warden of the borough wherein such crossing is situated, and to the owners of the land adjoining such crossing, make such orders for or concerning the removal of any such obstruction as will afford an unobstructed view of said railroad tracks and said highway for a distance of at least one hundred and fifty feet in each direction from said crossing. For the purposes of this act, land or easements in land may be taken in the manner provided by law for the taking of land by railroad companies; all orders of the railroad commissioners pursuant to the provisions of this act shall specifically set forth the limits within which land may be taken, and the nature, purposes, and specific limits of the easements so authorized to be taken by virtue of this act. The whole expense occasioned by any order of said commissioners under the provisions of this section shall be borne and paid by such railroad company.

1907, ch. 224.

Appeals. § 2. The provisions of section 3718 of the general statutes relating to appeals are hereby made applicable to this act.

1883.
Rev. 1888, §3484.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1869, ch. 220, §4.
1876.
Rev. 1888, §3490.

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1876, 1877.
Rev. 1888, §3491,
1889, ch. 217.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communi-

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

cated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

§ 3719. Repair of structures over or under railroads.

Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

1889, ch. 220, §7.
1893, ch. 244.

Changes in highway passing over or under railroad.

§ 1. When any highway passes over or under a railroad, if the convenience and necessity of the public require a change in such highway, the town, city, or borough in which such highway is located may bring a petition to the railroad commissioners in the manner prescribed in section 3713 of the general statutes, and, after the notice prescribed by said section, said railroad commissioners shall proceed to a hearing on said matter, and may make such order as they deem necessary for the convenience and necessity of the public or the safe and suitable operation of the railroad. For the purposes of this act, said railroad commissioners shall have and exercise all and the same powers now conferred by statute upon said commissioners concerning the removal of grade crossings, and land may be taken and acquired in the manner provided by law for the taking of land by railroad companies. The party upon whom shall be imposed, by such order, the duty of making such changes in such highway may use the material and abutments of any existing bridge in

1907, ch. 260.

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

the old highway in the construction of a bridge in the substituted or changed highway. The expense of any changes ordered as hereinbefore provided shall be apportioned among the railroad company, the town, city, or borough interested therein, and any street railway company whose tracks are located in such highway or which has power to lay its tracks therein as provided by section 3863 of the general statutes, in such manner as the railroad commissioners shall deem equitable; but in no case shall an amount in excess of one-half of the expense of such alteration, including land damages or special damages, be assessed upon any such town, city, or borough.

Appeals. § 2. The provisions of section 3718 of the general statutes concerning appeals shall be applicable to this act.

1893, ch. 252.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim.

1884.
Rev. 1888, §3485.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the commissioners shall give notice of all such forfeitures to such town, which shall collect the same.

1884.
Rev. 1888, §3486,
3487.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which

such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company. 1895, ch. 276, §1.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687. 1895, ch. 276, §2.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections 1895, ch. 185.

are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

1876.
Rev. 1888, §3466.
1889, chs. 148,
252.
1893, ch. 263, §§1,
2, 3.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued. 1897, ch. 207, §1.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice. 1897, ch. 207, §2.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. 1884.
Rev. 1888, §3488.

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

^{1884.}
Rev. 1888, §3499.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

^{1878.}
Rev. 1888, §§3501,
3502.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

^{1866.}
Rev. 1888, §3508.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1850, 1874.
Rev. 1888, §3504

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

1881.
Rev. 1888, §3505.

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1881.
Rev. 1888, §3506.
1893, ch. 210.

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 123. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

1881.
Rev. 1888, §3507.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

1881.
Rev. 1888, §3508.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town.

1881.
Rev. 1888, §3509.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737.

1881.
Rev. 1888, §3510.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and

§ 3738. This section should receive a reasonable rather than a literal construction. 57 C. 444.

liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter apply to street railways, except when such street railways are located in public streets or highways.

1903, ch. 79.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1857.
Rev. 1888, §351.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

1887.
Rev. 1888, §3512.

CHAPTER 214.

Railroad Depots.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad,

1866.
Rev. 1888, §3513.

and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

1865.
Rev. 1888, §3514.

§ 3743. Petition for station on unfinished road.

When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

1866.
Rev. 1888, §3516

§ 3744. Abandonment of station regulated.

No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1889, ch. 90.

§ 3745. Change of station when line is moved.

Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1893, ch. 165.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the

1874.
Rev. 1888, §3518.
1889, ch. 218.

order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

1907, ch. 261.

Petition for order to stop trains. § 1. When any railroad company shall refuse to stop any of its passenger trains at any station, the selectmen of any town, the warden and burgesses of any borough, or the mayor and common council of any city, in which such station is situated, may make application in writing to the railroad commissioners praying that such company may be ordered to stop the train or trains mentioned in said application at said station; and said commissioners shall order such notice as they may deem reasonable to be given to such municipal authorities and to the railroad company of the time and place of hearing and shall hear said application. Within ten days after the final date of such hearing the railroad commissioners shall make such order in the premises as they may deem just and proper, and said order shall be communicated to said railroad company and to said applicants, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in section 3747 of the general statutes and with like effect the superior court may, upon application of any party with due notice to adverse parties, amend or change any order passed as aforesaid. Said order may be enforced by mandamus.

§ 2. This act shall take effect from its passage.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

1887.
Rev. 1888, §3523.
1899, ch. 48.

§ 3749. **Sunday trains restricted.** No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3524.
1889, ch. 23.

§ 3750. **Freight not to be handled on Sunday; exceptions.** No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any

of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1888, §3525.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1888, §3526.
1895, ch. 123.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

1887.
Rev. 1888, §3527.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3528

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

1883.
Rev. 1888, §3531.

1859, 1864.
Rev. 1888, §3529.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

1864.
Rev. 1888, §3530.
1889, ch. 131.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

1859.
Rev. 1888, §3532.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage.

1859.
Rev. 1888, §3533.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies;

and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

§ 3760. Order by commissioners as to connections. 1856, 1859.
Rev. 1888, §3534.

When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

§ 3761. Facilities for connecting roads; forfeiture. 1874.
Rev. 1888, §§3535,
3536.

Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. 1882.
Rev. 1888, §3537.

Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such

railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1882.
Rev. 1888, §3538.

§ 3763. Couplers to be approved by commissioners.

No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1882.
Rev. 1888, §3539.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1848, 1864, 1866,
1867, 1872.
Rev. 1888, §3540.
1889, ch. 83.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building prepared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state. 1882.
Rev. 1888, §3584.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888. 1893, ch. 106.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations. 1867.
Rev. 1888, §3541.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are 1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

1873.
Rev. 1888, §§3543,
3544.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1899, ch. 8.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

1885.
Rev. 1888, §3546.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation. 1885.
Rev. 1888, §3545.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading. 1889, ch. 212, §1.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected. 1889, ch. 212, §2.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company. 1889, ch. 212, §3.

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in 1879.
Rev. 1888, §3547.

the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars.

1867.
Rev. 1888, §3548.

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars.

1881.
Rev. 1888, §3581.

§ 3779. Fire caused by engine; insurable interest. When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

1881.
Rev. 1888, §3582.

§ 3780. Notice of claim. No action shall be brought under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881.
Rev. 1888, §3583.

§ 3781. Land damages not to be affected by fire risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company. 1856.
Rev. 1888, §3549.

Trespass on railroads. § 1. Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed. 1905, ch. 202.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

System of signals not to be changed without approval of railroad commissioners. No railroad company operating a railroad in this state shall change the character of its system of signals, either as to color or otherwise, until the railroad commissioners, after notice and hearing had, shall have given their written approval of such change. 1907, ch. 125.

§ 3785. Warnings at grade crossings. Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve. 1865.
Rev. 1888, §3478

§ 3786. Bells and whistles. Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use. 1851.
Rev. 1888, §3553.

§ 3787. Bells and whistles to sound at crossings. Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine 1851.
Rev. 1888, §3554.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards

is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1887.
Rev. 1888, §3555.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1882.
Rev. 1888, §3556.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1851.
Rev. 1888, §3557.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing, the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

1881, 1886.
Rev. 1888, §§3558,
3559.
1895, ch. 139.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

1903, ch. 32.

§ 2. This act shall take effect from its passage.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853, 1869.
Rev. 1888, §3560.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than

1853.
Rev. 1888, §3561.

three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1885.
Rev. 1888, §3563.

§ 3795. Trains to stop at station near drawbridge.

Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1865.
Rev. 1888, §3562.

§ 3796. Complaint of interference with navigation.

The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1853, 1856.
Rev. 1888, §3564.

§ 3797. Switches at railroad junctions.

No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

1873.
Rev. 1888, §3565.

§ 3798. Regulation of speed and stops.

The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the

company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

§ 3799. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

1853, 1854.
Rev. 1888, §3566.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1853, 1881.
Rev. 1888, §3567.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1883.
Rev. 1888, §3568.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners,

1884.
Rev. 1888, §3585.

are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street railway company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

§ 3807. **Issue of bonds.** Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1883.
Rev. 1888, §§3447,
3448.

§ 3809. **Surrender of road to mortgage trustee.** When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in

1858.
Rev. 1888, §3573.

the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1858.
Rev. 1888, §3574.

§ 3810. Liability of trustee limited. When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1888, §3575.

§ 3811. Trustee to make inventory. The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1888, §3576.

§ 3812. Trustee to render accounts; may complete foreclosure. The trustee, while operating such road, shall file quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for

§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1853.
Rev. 1888, §3577.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

1853.
Rev. 1888, §3573.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

1874.
Rev. 1888, §3579.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1858.
Rev. 1888, §3580.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment

1897, ch. 88, §1.

or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §§2,
3, 4.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
3587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce commission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question

itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1878.
Rev. 1888, §3589.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1884.
Rev. 1888, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the railroad commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method

1899, ch. 198.

of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 244.

Construction plans to be submitted to local authorities. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modifications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from

continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

Regulation of
speed.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

§ 3824. **Local authorities to direct location of tracks.** The selectmen of each town, the mayor and common council of each city, and the warden and burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in sections 3832 and 3843, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures, or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in grade of such railway, and may make all orders necessary to the exercise of such power of control; provided, that orders concerning relocation, removal, and changes in grade shall be made only for the purpose of public improvement. Said orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute, or may proceed by a writ of mandamus to compel such company, at its own expense, to carry out said orders. Except in the case

1907, ch. 219.

of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where said tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where said tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. Whenever any town, city, or borough shall change the grade of any such highway after the tracks of any street railway company have been duly located thereon, such company shall comply with any reasonable order to temporarily remove its tracks for the purpose of such change, and, when said change has been completed, shall conform the grade of its tracks to the newly established grade of the highway, and such company shall pay all the cost of changing its tracks and one-half of the cost of the necessary excavating, filling, resurfacing, paving, or other construction work within lines two feet on the outside of each outer rail of such tracks. Said city, town, or borough shall pay the rest of the cost of changing the grade of said highway.

1901, ch. 156, § 11.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such warden and burgesses or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

1893, ch. 169, § 11.

§ 3826. Local authorities may change orders. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

§ 3827. Orders relating to grade. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein. 1895, ch. 125, §1.

§ 3828. Selectmen to file orders for record. Penalty. Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars. 1895, ch. 125, §3.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk. 1895, ch. 125, §2.

§ 3830. Commissioners to direct method of construction. The railroad commissioners, subject to the right of appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which 1901, ch. 156, §3.

orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commissioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and com-

§ 3832. Notice to company may be by mail. 73 C. 337.

mon council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1903, ch. 209.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §7.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1901, ch. 156, §8.

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such

1893, ch. 169, §4

authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1893, ch. 169, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

1893.
Rev. 1888, §§3597,
3598.
1893, ch. 169, §6.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for

that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1863.
Rev. 1888, §3597.
1893, ch. 169, §9.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judgment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judg-

1893, ch. 169, §10.

ment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1893, ch. 169, §7.
See §3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1901, ch. 127.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more

than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

§ 3843. Appeal by adjoining owner. Whenever the wardens and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1895, ch. 283, §2.
1901, ch. 156, §6.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1893, ch. 169, §13.
1897, ch. 105.

1897, ch. 37.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

1907, ch. 225.

Facilities for travel on connecting railways. § 1. Every company owning or operating a street railway shall so operate such railway and run its cars thereon as to afford reasonable facilities for passengers and for receiving passengers from and delivering passengers to other street railways connecting with such railway.

Powers of railroad commissioners. § 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, claiming to be aggrieved by the neglect or refusal of any such company or companies operating street railways within the limits of such town, city, or borough to comply with the provisions of section one of this act, may bring a petition in writing to the railroad commissioners alleging such neglect or refusal. Said commissioners shall thereupon appoint a time and place for hearing such petition and give reasonable notice thereof to the petitioner and to such company or companies. After such hearing the commissioners shall make such orders as they deem reasonable and equitable and shall communicate their decision to the petitioner and to such company or companies within twenty days after final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each thirty days of such noncompliance after the expiration of said ten days.

§ 3. This act shall take effect from its passage.

1893, ch. 169, § 8.
1897, ch. 243.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that pub-

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

lic convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the first day of November in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the fifteenth day of October next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to any person applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas

1901, ch. 67.

of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street-railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

Approved, April 5, 1905.

1876.
Rev. 1888, §3606.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1889, ch. 2, §§1, 2.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1899, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original act of incorporation, and such reorganized corporation shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the

original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

§ 3852. Certificate of reorganization to be filed. With- 1889, ch. 3, §§ 4, 5.
in thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

§ 3853. Use of tracks by another company. When two 1893, ch. 169, § 16.
or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

1893, ch. 169, § 18.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state.

1894.
Rev. 1888, § 3594.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power.

1861.
Rev. 1888, § 3599.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city.

1874.
Rev. 1888, § 3600.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company.

1874.
Rev. 1888, § 3601.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1888, § 3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1888, § 3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1893, ch. 169,
§§12, 13.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1889, ch. 168.
1893, ch. 208.
1895, ch. 2.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks

1895, ch. 223, §2.
1901, ch. 166, §2.

§ 3862. Held not to repeal charter right to cross steam road at grade.
85 C. 410.

at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

1895, ch. 223, §3.
1901, ch. 166, §3.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 332, §§1,
2.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be

enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1895, ch. 120.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

1895, ch. 221, §2.
1897, ch. 241, §1.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1897, ch. 241, §2.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads.

1895, ch. 221, §1.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually, on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1897, ch. 209.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or

any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

1899, ch. 63.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

1903, ch. 85.

§ 2. This act shall take effect from its passage.

Certificate of merger to be filed with secretary. Whenever any railroad or railway company, pursuant to any authority contained in its charter, shall have acquired any of the franchises of any other corporation or consolidated or merged with or in any other corporation, such railroad or railway company shall, upon consummation of such acquisition, consolidation, or merger, file with the secretary of the state a certificate, signed and sworn to by its president or its secretary, setting forth the fact of such acquisition, consolidation, or merger and, in case of consolidation or merger, the name of the consolidated corporation.

1907, ch. 223.

CHAPTER 218.

Railroad Commissioners.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903,

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

1877.
Rev. 1888, §3414.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner.

1877.
Rev. 1888, §3415.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877.

1871, 1874, 1877.
Rev. 1888, §3416.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there.

1877.
Rev. 1888, §3417.
1901, ch.156, §13.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of

the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall pay to the treasurer the amount so apportioned to them respectively.

1877.
Rev. 1888, §3418,
1901, ch.156, §12.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1853.
Rev. 1888, §3419,
1901, ch.156, §14.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for

1874.
Rev. 1888, §3423.

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

1849.
Rev. 1888, §3420.

§ 3885. Notices concerning layout and real estate.

Before the commissioners shall approve the layout of any railroad, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

§ 3888. May order gates, flagmen, and signals.

Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1884.
Rev. 1888, §3424.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

Order for heating and lighting cars. Section 3890 of the general statutes is hereby amended to read as follows: The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars.

1907, ch. 248.

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

1884.
Rev. 1888, §3492.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

1884.
Rev. 1888, §3493.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1883.
Rev. 1888, §3498.

§ 3893. General orders regarding crossings. Penalty. The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or

proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners. 1895, ch. 133.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation. 1853.
Rev. 1888, §3426.
1901, ch. 156, §9.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal. 1878.
Rev. 1888, §§3427,
3428.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions. 1853.
Rev. 1888, §3429.

1872, 1881.
Rev. 1888, §§3430,
3431.
1901, ch. 156, §15.

§ 3898. Commissioners may examine witnesses.

The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1853, 1876, 1883.
Rev. 1888, §§3432,
1895, ch. 294.
1901, ch. 156, §10.

§ 3899. Commissioners' report.

The commissioners shall make an annual report of the general conduct and condition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

1884.
Rev. 1888, §3496.

§ 3900. Penalty for disregard of order.

When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884.
Rev. 1888, §3497.

§ 3901. Recovery of forfeitures to state.

All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

General Penalty.

Rev. 1888, §3607.

§ 3902. Penalty.

Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

TITLE THIRTY.— CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee. 1875.
Rev. 1888, §2959.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto. 1846.
Rev. 1888, §2971.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land. 1905, ch. 1.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY.— CHAPTER 230.

§ 4068. Use of barbed wire regulated. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated. 1886.
Rev. 1888, §2274.

§ 4069. Barbed wire between adjoining premises. No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars. 1899, ch. 126.

1889, ch. 143.
1897, ch. 52.

§ 4070. Use of barbed wire prohibited. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars.

TITLE THIRTY-ONE. — CHAPTER 232.

1880.
Rev. 1888, §1988.

§ 4117. Unclaimed damages for land taken to be paid to state treasurer. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

TITLE THIRTY-TWO. — CHAPTER 233.

1871.
Rev. 1888, §3022.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

TITLE FIFTY-SIX. — CHAPTER 283.

1878.
Rev. 1888, §3696.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state,

to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

1878.
Rev. 1888, §3697.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the person owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same, and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

1878.
Rev. 1888, §3698.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to

1878.
Rev. 1888, §3699.

be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3700.

§ 4804. Inspection of work; certificate of approval.

The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

1878.
Rev. 1888, §3701.

§ 4805. Compensation.

The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir.

1878.
Rev. 1888, §3702.
1892, ch. 213.

§ 4806. Penalty.

Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any person constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir.

1878.
Rev. 1888, §3702.
1893, ch. 213.

§ 4807. State's attorney to sue for penalty.

The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter.

1917, ch. 80.

Provisions of chapter 283 not applicable to certain ice ponds and fish ponds.

The provisions of chapter 283 of the general statutes, concerning the construction of dams, shall not apply to any farmer or to any hunting or fishing club or organization of like nature, constructing a dam, pond, or reservoir, on

his or its own land for the purpose of cutting ice or breeding fish; provided, that such pond or reservoir shall not exceed one acre in area.

Hours of labor of telegraph operators and train dispatchers limited. § 1. It shall be unlawful for any person, persons, corporation or receiver operating a line of railroad wholly or partly within this state, or any officer, agent, or representative of such corporation or receiver, to require or permit any telegraph or telephone operator, who spaces trains by the use of the telegraph or telephone, under what is known and termed the "block system," defined as follows: reporting trains to another office or officers, or to a train dispatcher operating one or more trains under signals, and telegraph or telephone levermen who manipulate interlocking machines in railroad yards or on main tracks out in the lines connecting side-tracks or switches, or train dispatchers in its service whose duties substantially, as hereinbefore set forth, pertain to the movement of cars, engines, or trains on its railroad by the use of the telegraph or telephone in dispatching or reporting trains or receiving or transmitting train orders, as interpreted in this section, to be on duty for more than eight hours in a day of twenty-four hours, and it is hereby declared that eight hours shall constitute a day of employment for all laborers or employees engaged in the kind of labor aforesaid; provided, that at stations that are kept open only during the daytime, where only one telegraph or telephone operator is employed, such operator may work twelve hours in a day of twenty-four hours, and that the hours of service of telegraph or telephone operators, as interpreted in this section, shall be consecutive, including one meal hour; and provided, further, that in case of sickness, death, wrecks, or washouts, telegraph or telephone operators may be held on duty not to exceed sixteen hours in a day of twenty-four hours.

1907, ch. 242.

Penalty. § 2. Any person or persons, company, or corporation who shall violate any of the provisions of the preceding section shall, on conviction, be fined not more than one thousand dollars.

§ 3. This act shall take effect January 1, 1908.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

1903, ch. 194.

§ 1. Application. The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

§ 4866. Cited 63 C. 439.

§ 2. Name and location. The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. General powers. Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state. Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the corporation and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such

reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their

own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation, one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the

approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual

value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith. When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the

owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request, such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers. Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called

by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinbefore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. Stockholders' vote; proxies. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. Receivership of corporation. Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county

wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. Sale of property and franchises. Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. Appraisal and purchase of minority stock interest. Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for

sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as provided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the appraisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed

forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed

dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not presented within the time limit in accordance with the provisions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall

make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and

loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

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Annual report may be signed by secretary instead of president, when. Whenever, by reason of absence, disability, or a vacancy existing in the office, the president of any corporation is unable to make, sign, and swear to the annual report provided for in section thirty-seven of chapter 194 of the public acts of 1903, such report may be signed and sworn to by the secretary of such corporation instead of by the president thereof; provided, however, that the secretary and treasurer be not the same person.

§ 38. Annual returns by express companies; penalty.

Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited. Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the

directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations as investments, shall be under the supervision of the commissioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the gen-

eral assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized; or provided, that, at a meeting of its stockholders held for that purpose, a written or printed notice of which stating the day, hour, place, and purpose thereof shall have been given by the president or secretary to each stockholder by leaving such notice with him or at his residence or usual place of business or by mailing such notice to him at

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his last known post office address at least thirty days before such meeting, such increase shall have been authorized by a vote of at least two thirds of each class of stock represented at such meeting. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and if he shall find that it conforms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. Stock preferred as to dividends. Any specially chartered corporations, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. Stock preferred as to assets. Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. Issue, how authorized. No issue of preferred stock shall be made unless authorized at a meeting of the

stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and,

upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. Application. The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. Powers. Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. Certificates. Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of

all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may associate to form a corporation under this act for the transaction of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. Certificate of incorporation. The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. Certificate may contain additional provisions. The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. Evidence of corporate existence. Upon the approval of the certificate of incorporation by the secretary

of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. Power of incorporators. After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. Call of first meeting; waiver. A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. Organization; adoption of by-laws. At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

[SEC. 68b. Unless the certificate of organization required by section 69 is filed within two years after the filing of the certificate of incorporation, such certificate of incorporation shall be void. The provisions of this section shall apply to all certificates of incorporation, filed prior to the going into effect hereof, under which organization shall not have been perfected, and for the purpose hereof certificates of organization thereunder may be filed at any time within two years after this section shall go into effect. Chapter 267, Public Acts of 1905.]

§ 69. Commencement of business; certificate of organization. No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and post office address of each of the officers and directors. [(8) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served.] A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. Officers. The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. Issue of additional stock. Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. Surrender of rights before beginning business.

At any time before the payment of any part of the subscriptions to capital stock and before the commencement of business, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business.

At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation.

Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation, as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been

duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agree-

ment, certificate, and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid

within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such. On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations and investment companies within the provisions of section forty-one of this act, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business

in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary

of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such corporation to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.**CORPORATIONS WITHOUT CAPITAL STOCK.**

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far as such property may be necessary or proper to

Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. By-laws; assessments; fines. Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

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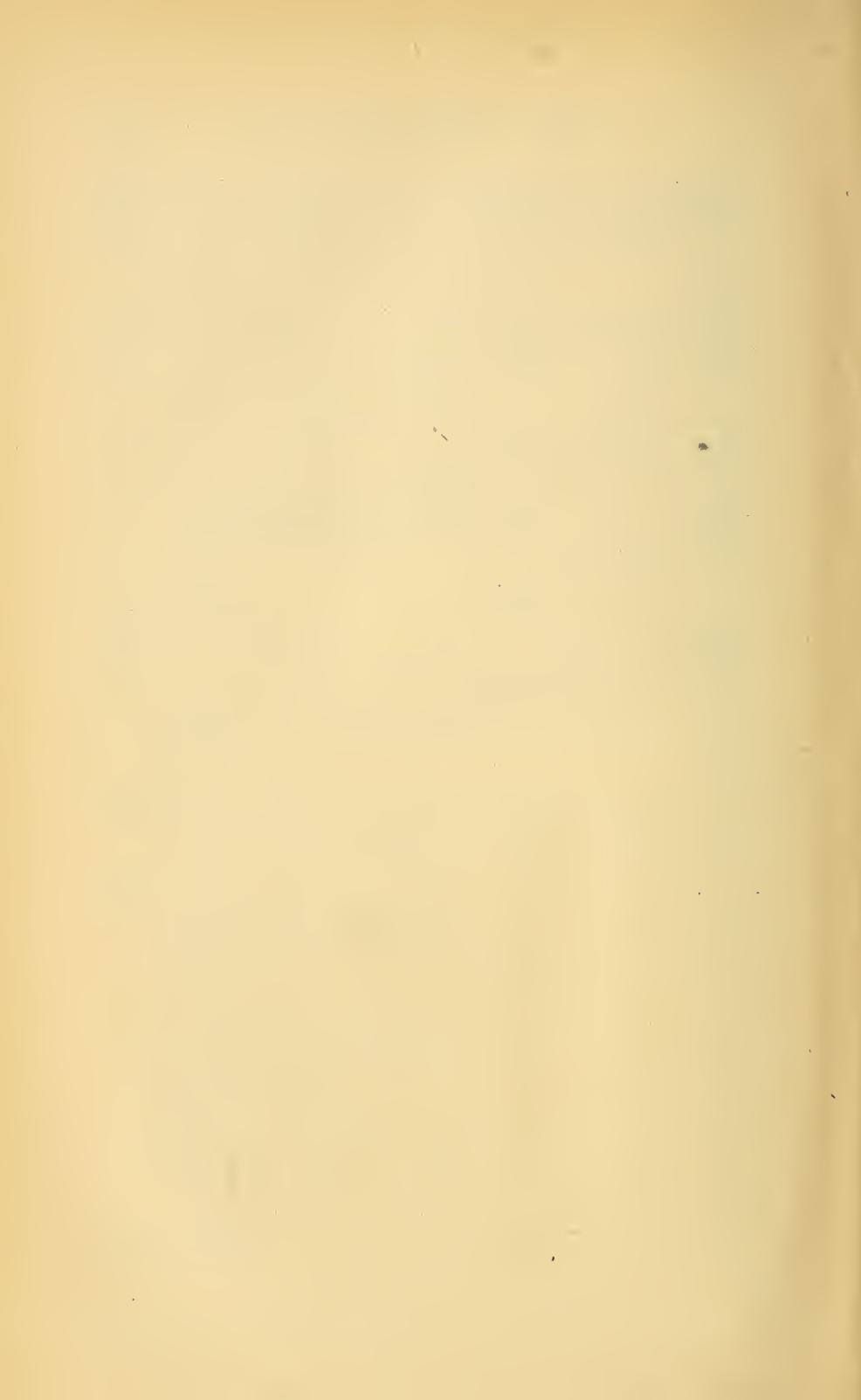
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Fold Out
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Gordon

